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ESTABLISHED 1857

HONGKONG, FRIDAY, APRIL 21st, 1911.

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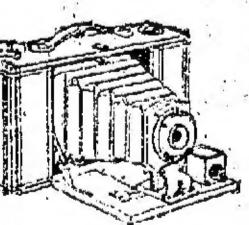


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TATE HAVE This Day authorised Mr. VV -ARCHIBALD ORR LANG to Sign the name of our Firm by Procuration in Hongkong and China, GIBB, LIVINGSTON & Co.

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Correspondents must forward their names and addresses with communications addressed to the Etitor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that here already appeared in other papers will be inserted.

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Mrs. C. Schroeter, a son. Hongkong Oppider IVA, Des Vour Road ( LONDON OFFICE: 431, FLEET STREET. EC

Honokono, April 21st, 1911.

Anoruen attempt is being made by the Government of the Colony to deal with the voxed question of the registration of Chinese partnerships. A Bill was introduced into the Legislative Council yesterday "to establish Registered Partnerships and to give effect to certain Chinese Partnership Customs." Registration is to be voluntary, but partners who do not register are subject to the unlimited liability of the present partnership law. The Attorney-General explains the chief characteristics of this law to be the unlimited liability of each partner for the debts of the firm, the dissolution of the partnership upon the death or bankruptcy of any partner, and the limit to the number of partners. The existing Ordinance entirely ignores the Chinese customs of partnership, and the Chief Justice in deciding a case not long ago pointed out to the Government "the extreme danger of reproducing English legislation, bodily into the Colonial Statute Book without, at least, considering the question how it may affect the Customs of the large body-of Chinese who are legislated for." Apparently the breaking the glass. Bill now introduced is the result of this warning, and it has the merit of being the best attempt so far made to secure the registration of Chinese partnerships in the Colony. All previous efforts have been in

the direction of making partnership registration compulsory, and though many Chinese merchants have favoured, the idea, it has been generally recognised that such legislation would be not only inadvisable, but unworkable. This conclusion was embodied in the report of the Committee appointed by the Government to inquire into the subject ten years ago, and though since then, from time to time, Judges on the Bench have sighed for legislation, no attempt has been made until now to meet the need. The Bill now before the Council seems a very practical attempt to initiate a reform long felt and carnestly desired not only in Hongkong, but in all the Treaty ports of China, as well as in Singapore, Bangkok and many other centres of trade where there are Chinese trading communities. When once the most important Chinese business concerns of the Colony commence to register their partnerships, in all probablity the example will be widely followed by the smaller firms, for the advantage of The provisions of the Bill would appear to meet the chief objections which have hitherto been advanced against registration of Chinese partnerships. It has been urged, for instance, that if-registration were made. compulsory, the actual proprietors in many cases would put forward mon of traw to be registered. This was a view presented by Sir Thomas Jackson and others before the Committee of Inquiry ten years ago, and Sir Thomas said: "One would rather know the amount the firm is worth than know the names of the partners." We may take it that he would agree that it useful to know both, and the Bill just introduced in the Council, if passed, will doubtless induce those Chinese firms who have nothing to fear, but much to gain, by such publicity; to supply these particulars for the information of all and sundry Due care seems to have been taken in the Bill to guard against the possibility of wide powers and a fraudulent registration. Each partner desiring to be registered is required to deliver to the Registrar of Companies answers to eight specific questions, and anyone knowingly making a false or incomplete return commits a misdemeanour. The only ponal, clause in the Bill, however, relates to default in complying with the provision which requires any change occurring in a registered partnership to be notified to the Registrar of Companies within fourteen days, each registered partner being ! made liable on summary conviction before a Magistrate to a fine not exceeding to dollars for each day during which the default continues, the maximum being fixed at five hundred dollars each. Registration in the first instance being voluntary, there does not appear to be anything in the provisions of the Bill to which serious objection can be offered, and we imagine i will be welcomed by the leading Chinese

one well worth making. The Coronation of the King of Siam has been fixed for the month of November, although the actual day has not yet been decided on.

Mr. T. Aoki, Japanese Commercial Attaché for Hongkong, has arrived in the Colony, This is a new appointment so far as Hongkong is

A gainbling raid was carried out at 36, Canton Road, Kowloon, on Weinesday night, and 16 men, mostly launch coxswains and lightermen, were arrested. Yesterday they were fined \$4

Colonel C. W. R. St. John has assumed command of the Troops in Hongkong during the siderably improving the situation. absence of Major General Anderson, C.B., who has gone to Shang bui for the annual inspection of the Volunteers.

The police have been informed that a party of men went to the Yin On godowns in Des Voux Road on the 17th inst. and by means of a forged order obtained 205 bags of damaged rice valued at \$1,600. The thieves have not been traced nor the property recovered.

A paragraph is going the rounds of the papers in the Far East that His Excellency the Governor of Hongkong, Sir F. Lugard, K.C.M.G., and Lady Lugard will proceed to India to attend the Coronation Durbar but we learn that there is no definite authority for the statement yet.

An American picquet on duty in Hongkong on Wednesday night fell from grace. Apparently he imbibed too much liquor with the result. that instead of assisting to keep the peace became exceedingly disorderly. He broke a pane of glass in an electric train and was also accused of assaulting a Chinese constable. made his appearance before Mr. J. R. Wood at the Magistracy yesterday. The charge of assaulting the police was withdrawn, but he was fined \$25 for disorderly conduct and \$5 for

ARRIVAL OF THE SUBMARINES.

The three submarines which have made the voyage out from England arrived in Hongkong harbour yesterday morning escorted by H.M. craisers Monmouth, Pelorus and Edgar.

### TELEGRAMS.

[Protected by the Telegraph Message "Copyright Ordinance; 1894.]

"DAILY PRESS" MICLUSIVE SERVICE.

REVOLUTIONARIES IN PEKING.

WHOLESALE ARRESTS.

PEKING, April 20th. Sixty suspected revolutionaries. of the late Acting Tartar-General of Canton, and followers of Sun Yat

Cantonese living in the province of such registration will quickly be recognised. Childi, include a leading actor and several men who are interested in businesses with foreign partners.

since Monday.

The incident is bling widely dis-

### THE VICEROYALTY OF \_ MANCHURIA:

PEKING, April 20th. E. Hsi Liang has been relieved . E. Chno Erh-hsun, the able Viceroy of Szechuan, has been appointed to succeed him with the special rank of Imperial Commissioner.

His Excellency will combine with his office the Tartar-Generalcy of the Three Provinces, and is thus given direct and unchecked control over the military Manchuria.

REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS,"]

TURKEY AND PERSIA.

THE TURKISH POLICY,

LONDON, April 20th. In the Chamber at Constantinople he Foreign Minister, Rifant Pashs, has made a statement on the country's foreign policy.

Referring to Persia, he said that Turkey desired to see a strong and independent Persia, and the only question in dispute was the delimitation of the frontier.

firms in the Colony. The experiment is The Minister announced the proposed appointment of a Turco-Persian Commission of Delimitation, but said the reply of the Persian Government had not yet been received. \*\*

### FIGHTING IN MOROCCO.

LONDON, April 20th.

A Tangier message states that the Sultan's army in retiring on Fez from the Sherarda country met the rebels gained a great victory, con-

### THE WAR IN MEXICO.

London, April 20th.

Telegrams to-day mention the opening of negotiations for an armistice they are already seaking. Perhaps some with the Mexican rebels.

BILLIARDS.

An interesting game of billiards, which may be regarded as a match for the amateur championship of the Colony, was brought to a conclusion at the Soldiers' Club last evening. The game was between Sergeant Pitt, of the Hongkong Police, who recently won the Amateur Champiouship, and Corporal Ceary of the K.O.Y.L.I., a new arrival, The match was started on Wednesday night when the first 50 was played, the scores being, Geary 502 and Pitt 407. Last night the final That is the wrong way of being kind. There 500 was played, and the result showed that Pitt had met his match, notwithstanding the fact that he played a consistent game and scored the highest break of the evening, 48. Geary, who has a splendid light touch and a true eye, also showed that he had an excellent knowledge of the table, and rat out a winner by 132, the final scores being Geary, 1000; Pitt, 868.

LEAGUE.

ADDRESS BY LADY LUGARD.

Lady Lugard, as President of the Hongkong Branch of the Ministering Children's League. yesterday afternoon entertained on the lawn of Government House 233 European mombers and 88 associates of the League.

people, said :- Children,-You have come to children who join it. In every part of the tea with me. And the reason you have come world, there are charities to help these who to tea with me to-day is because you have all are very poor. In Hongkong there are a good joined the Ministering Children's League. Be- many charities which are specially intended fore we have tea together I went to talk to help poor children. There are convents to you a little about the Ministering and schools where poor children are believed to be friends of the murderer Children's League. The first thing I want to received and educated. There is a house say is that the League is only a Longue of where blind children are taken care of and Kindness. We have all joined it -we grown - aducated. These places need money to pay ups as well as you children-because we think their expenses-children have no money that the world can be made better by having of their own to give, so the Ministering League Sen, have been arrested in Poking more kindness in it, and we all hope to learn to down't ask for money. But children can be a little kinder than we are. That is the work. The Ministering League has a bazane chief thought that I want you to have in your every year where things are sold for money

The prisoners, who are chiefly minds while I am speaking-just the thought and it asks all the children who join the The name of the League, as you know, is the want to do an act of kindness they can de Ministering Children's League, Now you all know some work for the bazare, and later when all what children are, but perhaps some of you don't the work is sold at the bazane, the know what Ministering Children Res. Ministering means holping, and "Ministering Children " means ! Helping Children," or " Children who the money that is made is sent to England, help." League, I may perhaps tell the little ones; means joined together, so the "Ministering Children's Loague" means "Children joined together to help." Book round thereom: There from how is called . "The Hongkong Cot." are nearly 250 of you here. That means that 250 of you in Hongkong have joined together to help. You may ask, to help what? Why mothing bezaur and send home more money, so that less than the world! It seems a big thought for children, and some of you quite little ones, to help—the-world. It is a big thought for us join-in. The ladies who are Secretaries and of the Vicerovalty of Manchuria, and grown-upsalso. It makes as all feel very small to think how big the world is and how little we can do. But the only way the world can get helped, is by everyone trying to do what he can in the place where he lives. We who live here help children who are poorer than yourselves. It bears out your name of " Helping Children! begin with Hongkong. It is part of the big And what the League particularly wants ever, world. And you begin with this bit of Hongkong that you live in-your home or your one of its members to remember is that thous school. They also ard part of the big world, the world is big, nobedy is too small to be abl and the way you begin in your home and your to holp it with kindness. school is that you try to be kind to everybody and everything. Fortunately it is really easy to be kind. It is much easier than doing sums or practising scales or making button-holes. It is so natural. Everybody can do it. Thereis always something that wants help. Perhaps it's only the cat who is mewing, at the door to get in or to get out. Well, you lot her in or out! Perhaps it's your mother who is tired and wants you to mind the baby while she gats a cup of ton. Well, you mind the baby and you take ours if possible that it does not squard. Perhaps your father wants his boots, and you fetch them. Perhaps you are eleverer appropriation made for the maintenance of the at sums than somebody else, and you can help Observatory, and he may agree with me that we him with his acithmetic. P. rhaps somebody get as much as we pay for: sick would like to be read to, and you read He suggests a comparison between the to them. These are all very little things, and | running of the Observatory and of a ship. Let I don't doubt that every one of you -even the us see how for we can go in this direction very smallest-can think of other and, better If I am rightly informed, the scientific things that you could do; not only every day, staff at that institution consists of but many times in the day. Perhaps you have Director and one assistant: so the skipper never thought that to do those kind their swould and the mate should take watch and help anybody. But it would help the whole world | watch three bundred and sixty-five days a year very much if everything in it were kind. So "Time-Ball" surely knows how he is dropped, the first thing the Ministering League wants of by stellar observations, not by "taking the every child who joins it is that they should be sun," as at sea. kind. This is the real meaning of joining the League. Kindness, we think, is the beginning of all the virtues, for kindness leads to unselfishness, and unselfishness leads on to all the rest. Teas and speeches and subscriptions and working parties are all good as help, but they

will be as nothing unless they leave us a little really kinder than they find us. You will forget about it, of course, sometimes. We all forget. But to-morrow morning I want you all just for once, when you wake, to say to yourselves. "I have joined the Ministering League, and I must be kind to day." Then I want you tofind so mething kind to do as early in the day as possible. If you do this once it will come to you to do it again, and help to form a kind habit. of mind. If you have forgotten already by tomorrow you must try and do it some other day | the years 1901 to 1910, is as follows :when you remember, and when you try to do something-kind let it be something really kind that the other person wants, not only something that you yourself want to do and that the other person does not care about Don't try to read to someone who does not want to be read to. Don't water the flowers when 1903 of you have heard about the Boy Scouts. The Boy Scouts in England are something the same as ministering children here, but the Scouts. movement is for boys only. One of their daties is to try and do something kind every day. The Boy Scouts have a uniform which they are rather proud of wearing. One boy that I heard of had just got his new uniform. He was very pleased with it and wanted to show it to every one he met. A friend to whom he showed it said "Yes, it is very nice, but have you done your kind act to-day?" "Oh, yes, I done it!" "What did you do?" "I showed my uniform to the baby." Now you all see that the baby couldn't possibly want to look at his uniform, so Muster Johnny was simply-pleasing himself by showing off his uniform. He wash't doing a kind act at all. was another boy in a place where I was when I was at Home where there is a great deal of hauting and a good-many tiresome gates. The hunt was stopped one morning by a gate. The boy ran and opened it and held it till all the men on their horses had got through. The last Formosa Channel men through put his hand in his pecket to find a shilling for the boy. But the boy shook his head. "No, thank you, sir," he said, "I am a scout."

THE MINISTERING CHILDREN'S | He was doing his kind not, but it was a real | HONGKONG kind act that the whole hunt wanted, and he did not want to be paid for it. Now I expect you know what I mean when I say that we want you to open gates and not to show your uniforms to the Chaby. I said a little while jugo that you can all -- even the youngest of you—tind ways of your own to be kind. So I am sure you can. But in case you can't always think of things for yourselves, there is one wa Lady LUGARD, in addressing the young that the Ministering League puts before the

League to work for the bazang. When they money that is made is divided between the charities of Hongkong. Just a little too, to help to keep a home for children who have no home in England. The bed for one child which is paid for by the money sent The bad has been paid for up till next Decomber, and before November we will have another you may keep that child happy for another year. That is a kind thing which you can Associates of the League will help you child ren with the work, if you ask tham. That will | the year 1910. be their kind act. In this way, by working for the bazaar you who have no money can still

After the address tea was served-on-the-lawn; on the north side of the house.

### CORRESPONDENCE.

---THE TIME-BALL OFF DUTY. TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

"DEAR Sir,-" Time-Ball" is very naturally surprised that in a great port like this the Observatory ; coss not give us the time on Bank who wish to ask, any questions and to Holidays. His surprise will perhaps be increased if he looks up in the Gazette the magnificent

If his sailer friends would pay another half cent. a ton, they might have all sorts of luxuries. Failing that, I suggest that they put in a little work on Bank Holidays, take the sextant and chronometer ashere, as I have bad to do many e time, with the artificial horizon, and pet time for themselves.—Yours truly,

FAIR DEAL.

### THE MAGISTRACY.

The report of Mr. E. R. Hallifax, Police Magistrate, shows that the number of cases at the Magistracy for 1910 was 11,681, as compared with 10,991 in 1909. The revenue for the year under review wis \$7 -,970.76 as against \$69,986.42

The total number of cases tried in, and expenditure and revenue of the Magistracy for

Year, Expenditure, Revenue, 375

... \$23,794.23 \$68,764.55 14,531 34.60 % 29,050.62 96,723.25 16,070 30.03 38,046.30 71,310 77 14,268 53,35 38,486.48 95,405.12 14,505 40.34 35,762,86 88,145,26 13,450 40,57 39,303.16 79,557.64 13,871.49.40 40,455.52 67,133.26 13,414 60.26 46,018.18, 68,696.43 10,555 66.98 40,119.69 69,986.42 10,771 57.32 38,4 8.03 **75,970.76 11,688** 50.58

### WEATHER REPORT

On the 27th at 11.55 a.m.—The barometer has fallen considerably in Yladivestok, and risen elsewhere, particularly over N.E. Japan and N. | pense." The first three of these items total

terday has reached the neighbourhood of a quantity of stores which are available for The other depression which was situated over Hokkaido has moved away over the Pacific.

. A band of high pressure lies over S. China and the Pucific towards the Bonins. Moderate N.E. winds are indicated over the N. part of the China Sea

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows :-- ... N.E. winds, Hongkong & Neighbourhood | light or mode-

rate : fair. Same as No. 1 South coast of China between | Same as No. 1.

Hongkong and Lamocks. South coast of China between | Same as No. 1. Hongkong and Hainan

### LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative. Council was held yesterday at the Council-Chamber.

The following were present :-HIS EXCELLENCY THE GOVERNOR. SIR

FREDERICK JOHN DEALTRY LUGARD, K.C.M.G., C.B., D S.O. Hon. Mr. C. CLEMENTI (Colonial Secretary). Hon Mr. C. G. ALABASTER (Attorney-

Ion. Mr. A. M. Thomson (Colonial Trea-

Hon. Mr. W. CHATHAM, C.M.G. (Director Public Works).

Hon. Mr. A. W. Brewin (Relistrar-General) Hon, Dr. Ho KAI, M.B., C.M.G. ..

Hon, Mr. WEI YUK, C.M. G.

Hon. Mr. H. E. POLLOCK, K.C.

Hon, Mr. E. A. HEWETT.

Hon. Mr. E. OSBORNE, Hon Mr. H. KESWICK, . Mr. R. H. CROFTON (Clerk of Councils).

MINUTES. The minutes of the last meeting were read

NEW MEMBER. Mr. C. G. Alabaster took the oath and assumed his sent as a member of the Council

FINANCIAL MINUTES. The Colonial Secretary, by command of His Excellency the Governor, laid on the table Financial Minutes (Nos. 23 to 25), and moved that they be referred to the Finance Committee. The Colontal TREASURER seconded, and the motion was agreed to.

The Colonial Secretary, by command of His Excellency the Governor, Ital on the table the report of the Finance Committee (No. 5),

and moved its adoption. The Cononial Treasuren seconded, and the motion was agreed to.

The Cohonian Secretary, by command of His Excellency the Governor, laid on the table the report of the Police Magistrates' Couris for the year 1910, also the report on the British. section of the Kowloon Canton Railway for

KOWLOON-CANTON BAILWAY.

HIS EXCELLENCY-Gentlemon, this is the fourth successive year that I rise to make the annual statement on the progress and the cost of the railway. The c st of this undertaking is so large in proportion to our revenue that I have always thought it advisable to treat it in a manner usually accorded to the colonial budget. I hope that that course is in accordance with the wish of this Conneil and of the community outside. The report of the Chief Resident Engineer. is laid on the table with the accounts for the last year, and I shall ondeavour to explain such items as appear to require explanation and to invite your attention to some of the salient points. The task is not an easy one without being prolix, and I would ask you in dealing with the figures to follow me as closely as you can in the tables in the report. In order that, our procedure may be in accordance with the standing orders of this Council I will move the resolution as printed in the orders the day, in order that members express their views on the railway may have an opportunity of following me and doing so. The estimated total cost of the railway including interest on the capital sum during construction was last year put down at \$12,371,495. That, you will see, is in column 3 on page 9. The estimated total cest now appears in column 6 as \$12,296,929 to complete the railway. That shows a decrease on the total estimated cost of last year of \$74,566, and to this estimated decrease we must add the cost of the projected light-line-between Fauling and Shatankok, which is \$72,003, because this is now a separate work and was not hitherto included in the estimates of the railway. I will speak more on the details in a few minutes. Adding these two sums we get a total decrease in the estimated cost of completion of \$146,574. In the next table on pages 10 and II you will find a statement in detail of the various excesses and savings on the new estimate over the estimate which was presented to you this time last year. The first important item in that list is under heading IX . and f construction plant for loco, and coaching and waggon and rolling stock. From this \$181,944, we must take \$20,000, which lameladed as part of the cost of the Fanling railway, which makes the item an excess over last year's estimate of \$161,344. This increase in the cost of rolling stock is in order to meet the requirements, both in locamotives and in coaching stock, for the through connection to Canton, and I may mention in this connection that it has been already agreed that each section, the British and Chinese, shall find its own rolling stock in proportion to its mileage. The next large item is under "Construction" No 9, construction plant, heading a You will see there is a sum .of \$109,961, which has been written off for depreclation or realisation of plant required during construction, that is to say, that the total net

cost to the railway of plant required for construction now stands at \$211,395, as shown in the total column. Hon. Mr. HEWETT - Excuse me, your Excelloney. I think you have given us the wrong number. I cannot fellow it. The DIRECTOR OF PUBLIC WORKS-Pages

HIS EXCELLENCY-We must take pages 12 and 13 in conjunction with page 9. Referring for the moment to page 9, you will see that a sum of \$109,9%1 has been written off the item of construction plant for depreciation and restisation of plant during the year, and the net cost is shown in column 6, page 9, as \$211.845, and not us it was last year at \$101,884. That is to say, it has been increased by the sum of \$109,961. The third large item of excess is contained in the last five entries in column 6, page 9, under the headings "Stores China" and "Stores susto a sum of \$113,395, and if you turn The depression lying over the latter area yest to page 7, you will see that that sum covers renewals and extensions, and provide sidings and spares for the line after completion. The last two items under "Stores China" and "Bricks" total to \$76:446 These stores are expected to realise \$32,000 on sile, just as the stores under "construction plant" are expected to realise one lakh, and that has been taken as credit (\$132,000, at the foot his italies) which is expected to be realised from sales of stores whenever any purchaser may be found, and you will notice that sum has been written down also by \$18,000 from the sum of \$150,000, at which it stood last year. Adding hose various sums-the amount by which countraction plant has increased, totals under "Stores China" and "Stores suspense" and the \$18,000 written off from the amount expected to be realised by seles, - totals \$317,802, excess on the old estimate of last

year. Out of that excess the railway will have in

large items. The first, 3391,946, is under "Land". the amount paid for the resumption of land amount which has been borne by the revenues of the Colony under Public Works extraordinary on secount of the recamption of land north of Salisbury Road is \$747,285. The rest of the items of excesses and savings in table 2 are comparatively small amounts, of which explanation is-given-in-the-margin-nad-I-think-I-need trouble the Council with any detailed explanation. The total cost of the railway, therefore, including the Fanling extension, now stands at \$12,226,929, and this is roughly about the amount of the sum which this Colony berrower "and lent to the Viceroy of Wachang. Half of that four less been repaid and already spent on the railway. The remainder is in course of repayment by annual instalments during of frames from the Crown Agents in London The following tables in the report show the expenditure and the receipts for the list three menths of the year on the open line account railway. You will see there that the learnings amounted to \$33,980, which included \$7,000 for conveyance of material to the Chinese section. Theestimate which we had formed of receipts for six months was only \$20,000, and therefore the amount we actually realised is nearly three and a half times as great as we had expected. penses amounted to \$33,147, exclusive of interest on capital. That shows a small profit of \$883 The interest on capital for those three months amounts, roughly, to about \$96,500, and that sum has to be met from the curren revenue of the Colony, less the small profit of \$883. For the current year, 1911, extinuates show a sum of \$593,180, which includes \$410,000 for interest, but includes nothing for

the sinking fund, which ought to have been

included in the amount. Mr. Lindsey, as you

will see, has revised that estimate, and his

revision shows a number of variations, but the

total is very nearly identical with the estimate

of last year and differs only to the extent of

S1,722. The estimate of receipts during the pre-

sent year is our printed estimates was \$107,000.

The Chief Resident Engineer estimates that

receipts will point of fact, amount to at least \$176,000, an increase of \$69,000 over the estimate formed last year. There will therefore bein the current year a sum of \$418,830 to be paid out of the current revenue of Colony, and if we add to that a sinking fund of one per cent, there will be approximately debited against the revenue of the Colony of \$520,000. These, gontlemen. dry figures, and I doubt you will be interested to hear who deductions I draw from them In the first place, I may say that traffic has very Introly exceeded our anticipations, and it is con-Releatly hoped that when the Chinese section is onened the receipts from the railway will be very much larger than we ever dured to anticipate. These are the opinions of men who have studied the returns both of our own railway and of that part of the Chinese section already thrown open. For my own part not venture any opinion. The Chinese section is expected to be opened by the end August, and we shall not therefore have any complete account of the working of the whole railway until the end of the year 1912. Air. Lindsey anticipates that the carnings for the twelve months ought to amount to at least \$370,000. If that is realised the deficit, includ. ing thosum phyable for interest, will be reduced to about \$360,000 or \$370,000. That is the burden which the taxpayers of this Colony will have to bear annually for the benefit railway, which I hope, largely the prosperity and trade of this Colony "indirectly, and I trust also that this sum, present so heavy, will be annually and rapidly decreased as the proceeds from the railway increase. The cost of working the railway would; of course, be very largely reduced if the whole line was worked as one business concern ander joint management, which was our original intention. The duplication of staff, which is wholly unnecessary, would be avoided and the cost would in like tion be reduced and enable us more successfully to compete against water transport. Negotia tions for a werking agreement are now progress. Therefore it would be improper and unusual that I should refer to them in any detail, but the Council will be anxious to know generally speaking, what is being done, and far as I can do so I will explain the progress up to date. About a year ago Mr. Wei Han was appointed as Director of the Chinete section and as negotiator on behalf of a working agreement On our side I appearated Mr. Lindsey and Mr. Clementi to undertake negotiations and discussions with him. -We drow up a draft working. agreement upon which I consulted some high railway exports while at !Home. They pronounced it a sound one. On the way out discuss d the question at considerable length with His Excellency the Director of Railways Liang Shi-Li, but we did not arrive at any find result. Mr. Wei Hau last his appointment, to great regret, and was succeeded Chan, with whom negotiations have been carrie on in a most friendly and courteous spirit. trust they will eventuate in a satisfactory agreement. The next point to which I would ask your attention is the item Workshops, for which a sum of \$63,454 appears in the estimates in addition to a sum of \$60,000 required for machinery and equipment. The Chief Resident Engineer says that out of the actual cost of the workshops at least one-third would be required for the erection of a running shed, and in addition the cost of a loce, superintendent's office and stores, which under any circumstances would be necessary. We must therefore pay a total cost for workshops and equipment of \$101,000. Now, gentlemen, the Government has been subjected to some criticism to foster local industries regard specially to these workshops. It has been said that we should have employed the Docks or other agency to undertake the

repairs instead of doing them ourselves, and the

Chairman of the Dock Company, who occupies

a very prominent position both in the Colony

and at this Council table, said the other day that

work could be done as efficiently and much more

cheaply by the Dock Company. Not only the

shareholders but also the general taxpayers

suffered from the course adopted by the

Government, which was unnecessary and in-

volved excessive expenditure. I feel sure the

hon, member will be glad if I take this oppor-

hand stores to the value of \$113,305 for renewals tunity of explaining so far as I can the action of construct one to the Cement Factory and other. At the very most, if you get six per who enter houses and gag women and board and repairs to the line after completion. If we the Government to the Council. A proposal to one to the Standard Oil Company. This cent. increase you will really be doing junks carrying inoffensive, and marmed add to that sum the sum I first spoke of for roll- run asiding to the Dock Company was made fully I hope, will foster local industries. very well, but that does not seem to be crews will, I hope, in future be sure that ing stock; \$161,344, we get a total excess on these two years ago. It was made with my own per list is not primarily to foster local industries that sufficient for proper upkeep and working they will receive a flogging with the two large items of \$479,146. This excess is much sonal and most cordial approval, but we found it they have been constructed, but because the expenses. Your Excellency made rather special "cat" in addition to a long sentence more than wiped out by a saving on two other was attended with very great difficulties in the railway hopes to secure an adequate profit for reference to my hon, friend (Hon, Mr. Keswick) of imprisonment. The Assistant Superintenway of getting a siding into the Dock work- the Colony. I will turn now, gentlemen, the Chairman of the Dock Company, and dent of Victoria Gaol, whose long experience on page 12. That sum arises from the fact that shops, and also that it would be very costly, to the light line to which I alluded just I think it is only right to remind you, though he makes his opinion of some weight, talks me We discussed the matter in the Executive now. You are aware that for the last was not here at the time we had the discussion that the ordinary punishment of birching on north of Salisbury. Road, which was at first Conneil and the decision was eventually deformed three years the Government has been on the last budget, that I myself, speaking on the breech is no deterrent whatever, and the Capunanimous in saying that supervision of rolling Shatankok it will gain a great access of traffic all fully equipped with good machinery there to the capture or conviction of criminals, and the stock should not if possible go out of their ove to the railway. We have on hand a large quantity oughly up-to-date and qualified men. It seemed task of the police is rendered much more difficult charge. The railway-has in any-case to employ of pold meter gauge 2ft. 6in. lines and to us, and it still seems to me, that there is no than it ought to be. On the other hand, Mr. a locomotive superintendent and an engineering sleepers, together with two small engines which necessity for a railway 22 miles long to go to Badeley tells me that convicts who have no staff which will be available for employ. it is proposed to utilise. It is also proposed the expense of keeping two large staffed work- actual period of impri-enment of from five to ment in the workshops, and therefore the to purchase a certain quantity more material shops which cannot possibly be kept fully one seven years are, independent of the mark cost of repairs will be very largely covered necessary to complete the line. The widening played. I make that statement without the system, taught a trade, and when they come

this explanation and that the Council will agree sheds or necessary sheds which may have to be opposite was not in the Colony, at the time societies, or known to be living on the that we have done our best in the interest of constructed. I propose during the course of We entirely endersed the sentiments he ex- proceeds of gambling or prostitution, and the general taxpayer. His words have been this year to close the loan account, and any pressed in his capacity as chairman of the otherwise suspicious characters who had widely quoted, not only in the local Press, but further charges for siding, warehouses, or rolling Dock Company. The matter of discussing been sufficiently cunning to avoid detecalso in a Home paper, Capital and Commerce. stock will be debited to the revenue and to Public | this question or the passing of an opinion tion of any offence that would enable Therefore, I thought it advisable to make a Works Extraordinary. The cost, however, is a on the voting of nearly half a million them to be convicted by a court of law, somewhat detailed explanation of the matter, matter of accounting and will be charged to is one which I think we ought to have These undesirable aliens were bunished whole-Company held on the 4th March last the Chairman foured that the Government would tilise the railway reclamation for the purpose of establishing wharves and godowns which I I can. would compete with the Company, and he urged the Government to be as generous as possible in the matter of sidings. A railway reclamation is a necessary part of a railway scheme, and it was decided upon before I came to the Colony. Larry recall to your mind incidentally that the contract for that reclamation and big cutting at Hunghom was given to a local firm: Now I think the Government would have to 1911. plead guilty to the charge of secriticing the interest of the taxpayor if that reclamation for which he has paid was not fully used. The rental of wharves and godowns or other uses to which the reclamation may be put representinterest on capital expended by the taxpayer forming that reclamation, and it is undoubted! the duty of the Government to do its best to get an adequate retarn for money spent by the Colony in forming that reclaimation, say at once that the Government less no idea d building either wharves or godowns on that reclamation unless and until the development the rull way would justify, and necessitate such

extensions. I think it would be obvious to

anyone who has taken the trouble to read

that the Government were effering various

the Government is most desirons of working

in every way with them, for they have been

employed in the matter of the King's

warehouses and also in regard to railway

offices. It is very seldom, gentlemen, that

I have an opportunity of offering explana-

tion on matters in which the action of the

Government has been criticised, and I trust both

the hon, member and the Council in general will

consider the explanation I have offered to be a

satisfactory one and will agree that we have done

our best in somewhat difficult circumstances.

And I would renture to appeal to persons

of weight in this Colony, and also to the local

Press, that when they wish to make criticisms regarding the action of the Government they will

endeavour if possible to ascertain what the actual

facts are. That information is always at their

disposal any time they like to ask me. Criticism

based on accurate facts is always valued

but criticism not so based, I sometimes think,

makes us look neither dignified nor sensible in

the eyes of our neighbours. In the matter of

sidings, we have constructed one to Holt's go.

downs, and we have it in contemplation to

portions of the reclamation for or rental that it is not the intention of the Government to build wharves and bodowns compète with these of private companies. can assure the Wharf and Godown t outpany valuable statement which also the Dock Company, both of which are industries which thave been established for great number of years in this Colony, and which we are all extremely proud having added largely to the prosperity this Colony, that the Government is not pllind to the mutual assistance which should exist between them and the railway. and I may also say the Star Ferry, with whom we recently made an arrangement a broad-minded spirt is necessar in dealing with this matter, and ... liberal spirit should not be confined to the Goverament, who is acting in behalf of the taxpayer, but should also be shown by the Companies themselves. That, I am sure, we shall get from both these large Companies in dealings we have with them in the fucure. In the matter of sidings which was also alinded to in the speech referre. to, we have done our utmost. We have already brought the siding from the station at Hung hom to the nearest of the Wharf and Gedown Company's godowns, but it is not satisfactory either to their or to us. I may also say that other companies' interests are involved, and very often what one company wants another company objects to. I have found occasionally that the only line of action in which the companies agreed is the com promise made on the side of the Government. which is simply representing the taxpayer, The sidings, however, are only a temporary business for we thought it wisest to await the completion of the working agreement and the opening of the Chinese section, when we shall able to judge of the truffic we may expect what the demands will be: to say, in what particular localities traffic heaviest. The problem is a new one to Hong. kong, and I think it is very unwise to adopt. premature conclusion. We spend our money when and as we find it absolutely necessary to do Again, also, with regard to the Wharf and Go

case it pays it. I think, gentlemen, my words | meeting of this Conneil. His Excellency then moved the resolut Thursday;

tion as follows :- "It is heraby resolved that a sum of dollars four hundred and cents fifty-nine (8412,501.59) be advanced to be taken next meeting ? out of funds in the custody of the Government for the construction of the Kowloon-Canton Railway (British Section) during the year

The COLONIAL SECRETARY seconded. Hon. Mr. HEWHTT-I rise to a point of order. I did not understand by your reference following the question of the budget as to whether we should be called upon to rote on this resolution this afternoon, or whether it is to be postpoued until next meeting, and if postponed whether unofficial members will have the right of speaking.

HIS EXCELLENCY It was intended to pass the resolution this afternoon, when any member can speak and I will reply; but if it should be desired by unofficial members that the resolution be deferred until next mosting ] shall be glad to do so.

Hon. Mr. HEWETT - Your Excellency, that Cartle and saw therein a notice being so, whether this resolution goes to this meeting to-day or not is apparently a matter still to be settled. It is very obvious that unofficial members at all events cannot possibly be expected to express an opinion on he vote now before us, or the very lency has put before us, for the very good reason that the report has only been before us for about ten minutes. Therefore it is only right that we should have time to consider the question and make any remarks which may occur us. I am perfectly cortain that the unofficial members-although I do speak for them-will endorse what I say with regard to the carefully prepared and illuminuting remarks which your Excellency has been good enough to give us, and which, when carofully considered, will put us in possession of the financial side of the question. Still, hink we ought not to the called upor this resolution afternoon. Practical work on the railway was begun before your Excellency arrived here, but from the first day of your arrival you have devoted every possible spare moment of your time and given all the necessary personal supervision you possibly could to this railway. there has been any money wasted or any loss of time it is certainly not due to want of any exertion your Excellency's part. That, I think, all are agreed upon. At the same time I again feel called apon to make some criticism on the way this railway has been constructed, and I cannot accept the statement made by your Excellency that the interests of the ratepayers have not suffored during the course of the construction of this railway, the original estimate for which was something like between five and six million dellars. The whole community, realising the importance of being linked with China by rail, urged for many years that railway should be constructed at the carliest possible date. Therefore the whole community is responsible for the construction of the railway, but it is not responsible for the way in which it was constructed, nor for the cost incurred. The cost is now estimated, including everything, at something down Company, they have already had proof that | like 122 million dollars, some 100 or 150 per cent more than theoriginal estimate. That railway is 22 miles long, running over comparatively simple country, close to an important shipping centre, and cost the incredible sum of something like £50,000 per mile. I doubt if any other railway in the world, with the exception of one or two in South America, have ever cost such a price. and I cannot see why ours' should have cost such a terrible sum of money. I certainly

think that those who are responsible for the

proper interests of the ratepayers before them.

His Excellency - I shall be glad to post- the resort of the very criminals they cannot rone the passing of this resolution nutil next got evidence to convict. Amonest other twelve thousand five hundred and one and meeting. I understand bon, members desire it steps taken sections 9 and 10 of Or-Hon. Mr. POLLOCK -- You

The COLONIAL SECRETARY -I shall be Ordinance householders are compelled to give the glad if the hon, member who has just spoken Registrar-General the names of temporary tenwill give me the reference to his speech. Hon. Mr. HEWETT It is in the budget speeches of October or November last year. The debate was adjourned.

WIRELESS TELEGRAPHY Hon. Mr. HEWETT, pursuant to notice, asked

the following question; "With regard to the just allation and operation of a station for Wireless Telegraphy in this Colony for a period of a few days or months, and Colony, and in view of the fact that the commercial community is becoming rostless at the Also many other means have lately been instiapparent inaction of this Government, will the inted with a view to the supp ession of crime. Government state definitely what steps it may The prepared to take to furnish what is now an absolute necessity for a Colony, the greatest

The Colonial Secretary replied -The all read in the papers, and I could quote to correspondence on this subject is of a confidential nature, but the honourable member may be assured that there has been he innetion or lack of initiative on the part of this Government, So long ago as the end of 1909 His Excellency the Governor took steps to investigate the question in conjunction with Vice-Admiral Sir Hedworth Lambton and appointed a small Committee con sisting of Naval and Military experts and the then Acting Director of Public Works with Sir F. H. May as Chairman, to report 18 to the best site in the Colony for a wireless! station, the cost and other matters. The report of the Committee was forwarded to the Secretary of State with His Excellency's recommendations on March 1st, 1910, and there has been an interchange of confidential cor respondence since that date. There are really two, separate - questions involved, viz., advisability of establishing a high-power station, and the proposal to establish a short distance station of low power. On the former question no decision will be reached until after the Imperial Conference which meets month in London, for it is obvious that questions affecting many Colonies are Involved. As regards the latter question understood that His Majesty's Government have already come to a decision, but a temperary delay has occurred due to certain natural defficulties which are believed to exist in Hongkong, and it has been necessary to defer for a short time the final conclusion of the matter. Excellency has been in telegraphic communication with the Home Government on the subject for some time past.

STANP AMENDMENT ORDINANCE. The ATTORNEY-GENERAL -I by to with draw the first motion standing in my name which is the first reading of a Bill entitled, " An Ordinance to further amend the Stamp Ordinabog, 1911." It contains a very short amend ment to the Stamp Ordinance, but yesterday the hon. Colonial Treasurer suggested a large number of amendments, and I thought it best with the permission of your Excellency and the Council to allow the first reading of the Bill to stand over until those amendments have been considered.

FLOGGING AMENDMENT ORDINANCE. The ATTORNEY-GENERAL moved the first reading of a Bill entitled, " An Ordinance to amend the Flogging Ordinauce, 1903."

The COLONIAL SECRETARY seconded. construction and expenditure have not had the the best they can in the interests of it was larger than you dared to expect. On and if this Council agrees, which I and others the purpo e of which would be dethe other hand, we have got to remember that have little doubt you will. I hope the feated if discussed in public. I hope all those the cost of the railway is infinitely larger than judges in this Colony will make full we dared to fear. One sets off against the use of their powers. The cowardly criminals

debited to the railway, is now debited to until the arrival of Mr. Barry, who represented constructing a road from Castle Peak behalf of the unofficial members and with their tuin Superintendent of Police, Mr. Badeley. Public Works Extraordinary, and borne in our consulting engineers, and who came to this Bay to Shataukok, and in order that the read entire approval, made exactly the same told me that short sentences of imprisonment the revenue of the Colony, because it is Colony some two years ago. He gave it as his might be available as soon as possible for criticism as my hon. I field made were equally futile. Criminals of this class were somewhat uncertain where the terminal opinion that it would be cheaper and better to use I gave instructions to construct it in in his capacity as chairman of the perfectly ready to run the risk and inconvenisomewhat uncertain where the first instance only eight feet broad. Dock Company with regard to the con- ence of the to uporary discomfort of birching on is under the heading "Exchange" and amounts many tenders for work had been put out for but bridges and culverts the full breadth struction of workshops. It is not a question the breech, and small periods of imprisonment to \$253,350. That arises from the fact that the competition, and we have found the tenders of 14 feet, and also that the land of granting a monopoly to the Dock Company, which they evidently expect will be the most rate of exchange during the year was much submitted by the Dock Company considerably which we required to be resumed should and I feel satisfied that the business community they can get. As a result, being sare that they higher than was anticipated at the time when higher than those of others. Therefore I think be of sufficient area for the road to be here will support the opinion which I have will be at liberty again within three years or so the 1910 estimates were framed. The total the general taxpayer will agree with me that it broadened to 14 feet. We have ascertained expressed. We have two big dock companies here, they threaten anyone giving evidence against would have been unwise to have given a mone, that there was a very large traffic between with permanent staffs, and there is very often a them that they will subject them to their signal poly to any single firm in the Colony: That of Mirs Bay and Samchon, just across slack time, and if nocessary the Admiralty dook- revenue when they get out of prison. This makes course, is apart from the siding difficulty, and also, our frontier. Therefore I think if a light two- yard would, no doubt, help the Government out people who are subjected to these outrages most from the fact that the railway experts were foot line is constructed between Fauling and of a hole. There are also many small dockyards unwilling to give evidence which will lead either

by the salaries and charges which appear in the of the road will 'e berne by Public Works slightest heatation, in spite of the fact that so out of gapl are generally in great demand permanent establishment of the railway. We Extraordinary out of the public revenue, and great an authority as Mr. Wolfe Barry is up as skilled artisans. In his experience he were not manifelful, gentlemen, of the desir- the grade will be limited to 1 in 20. Separate against me. I am perfectly certain that that can hardly recollect that a convict of ability by every possible occasion of employing accounts will be kept of the working, and is the feeling of most of the basiness that seatonce ever returned to goal. Long senlocal industry. Therefore we gave a contract to if we have proof of the success people, in this community. It is the tennes in themselves are not a sufficient the next five years. Our section was, as you the China Light and Power Company to supply anticipated we will see whether we are ranning expenses which are so heavy in determent, but it is hoped that the appli- know, spend on the 1st October last, in spite of the whole of the power shops, instead of aftempt- justified in extending it on to Pingshan and these workshops, for machinery deteriorates cation of the "cat" combined with a long ing to generate power ourselves. The facts of possibly to Castle Peak Bay. We must not, so quickly, particularly if it is not kept sentence will put un end to crimes of this matter therefore appear to be: First, in thinking of this light railway, forget its working. Your Excellency made reference this nature. It is over a year ago now that the question of employing the Docks for administrative value—the time and money to certain public companies such as the Stan- since the hou, member, on my left (Hon, repairs of rolling stock was exhaustively saved and of the efficiency in the administra- dard Oil Company, Messrs, Butterfield & Mr. Wei Yuk) who represents the Chinese comconsidered and found to be impracticable tion by the transport of police and other Swire, the China Light and Power Company, munity told make thought, and that other leading in the interests of the general faxpayer; officers who have duties to do in the Company, and the Wharf and Chinese thought with him, that crime was in resecondly, the cost of shops and equipment New Territories. In conclusion, the rail. Godown Company. With the exception of the provalent than ever he could recollect it before. amounts to only a lakh out of a total of over way is now estimated to be completed Wharf Company, in which I hold a few shares. I lost no time in taking such steps as I could to \$12,000,000 for the railway, and repairs will be for the round sum of \$12,300,000, and included I am not a shareholder, so it must be admitted make a thorough investigation, and to devise largely executed by the railway staff themselves in this is a sum of \$113,000 odd which has that I am not biassed or prejudiced when means to put an end to this state of affairs. and must, therefore, assuredly be cheaper than been invested for renewals and repairs to the I criticise the weak policy of the Govern. Shortly afterwards I was absent from the could possibly be done by a private company line when opened. But this cost does not in ment in this particular respect. I think Colony on leave, but the Officer Administering in the Colony; in the third place, we have clude the cost of the terminal station which it only right to make these remarks, the Government, Sir Henry May, did not allow fostered local industry by giving a contract was included in the early estimates. There is, because last. September in discussing the the matter to rest. He instituted what I may to the China Light and Power Company, however, on the estimate, as you budget I expressed similar views on behalf of call a campaign of banishment aminst a large I hope the hon, member will be satisfied with will see, one, lakh for any railway the quoficial members, and my hon, friend number of men who were neinbers of Triad

> While I am on the subject of explanation I will what is called capital account, and not to the further time to consider. Therefore I would sale, and between June and October 166 such. take the opportunity to remove what I yenture open line maintenance. That is impaterial so ask your Excellency to be good enough to post- persons were got rid off from the Co'ony, to think is another misapprehension. At the far as the Colony is concerned, because in either pone the vote on this resolution until the next in addition to which a number of others were banished on the expiration of their sentences cover all the salient points in this report, but Hos. Mr. Pollock -I entirely support the las they came out of good, Tho any further information which any member of hon, member opposite in his request that this police, too, for some time past drave Council may desir I shall be glad to give if resolution be postponed for a wook. I under been very active in the matter of grambling; stand there will be another meeting next not only because gambing is an off-ne per se, but it was found also that such houses are

> > dinance No. 3 of 1838 were revived which had long been in disnetude. Under that huts in their houses, and the revival of these sections had a most excellent effect in enabling the polico to locate some of those bad characters, recommend them for banishment, or obtain convictions against them in Court. The application of the Banishmout Ordimmee has not been relaxed are still doing our best to search out suspicious

characters, mostly aliens generally resident in the

return them to the country to which they belong One of them is the Bill before you, and I may say in regard to that that I have it in contemplation to ask the Secretary of State whether banishpart of whose trade and life is connected with ment cannot be extended so as to include some of the worst forms of kidnapping. We have the Council instances where children have been kidnapped and brutally nurdered because the ransom demanded was not immediately paid. Why the forcible abduction of a human being. combined with throats to murder, should be differentiated from thefts of goods and chattels with violence, I, being a layman and having no legal qualifications, cannot explain. Kidnapping for prostitution is another crime which is hardly less revolting and which is becoming more and more I could again quote to the Conneil many instances which have occurred of a most revolting kind quite recently in this Colony. I hope my representations to the Secretary of State will carry the conviction to him which entirely possesses my mind on the subject. This crime of kidnapping is becoming very much more common in this Colony, and children stolen in China are even held to ransom in this Colony. Previously children stelen here were held to ransom in China, but children are abducted from China hold to ransom under the British flag. I think you will agree with me that no efforts can be too strong to put an end to such a state as this. (Applause.) We have agreed to increase the police force by one European detective inspector, eight Chinese detectives, together with 12 Chinese constables at a total cost of \$6,866, which will be met during the present year by savings from the police vote. This will enable

system which at present prevails in the Central district of placing each district under the charge of a Chinese detective, supposed to know sall the bad characters be responsible in a measure to be extended to the east and west of Victoria and also to Kowloon. also have it in contemplation that the Captain Superintendent of Police should be allowed to recruit over the strength to a small extent to replace men who are absent and vacancies which are unfilled. This will not involve any increase in the estimates, decrease in the savings which annually from the police vote. The average savings for five years of the whole vote stand at \$31,591. I think a nortion of that sum could be devoted to maintaining the police force at its maximum strength, Another point which I hope may tend to the suppression of crime is increased co-operation between our police force and that HIS EXCELLENCY—Gentlemen, the Bill to of Canton. I took the occasion the other day amend the Flogging Ordinance of 1903 is when I made an official visit to the Vicerov intended to introduce the Home Act of 1863, to speak to him on the matter and explained which is generally called the Garotters' Act. to him my views of the mutual benefit which makes robbery with violence and that would accrue by reciprocity in this aud I cannot understand how it is armed robbery punishable by flogging with matter. I found him most willing and possible they can say they have done the "cat." I regret very much to say that eager to co-operate. He promised to send down these crimes have become very prevalent an official of high standing to discuss the many the ratepayers. That I say without any fear, of late in this Colony, and in my opi ion the details with me. I am glad to say Your Excellency referred with great satistime has come when determined punishment that that official, Mr. Wei Han, arrived faction to the unexpected increase in the revenue | ought to be introduced to put an end to them. | this afternoon. There are other minor for the few months during which the railway I have consulted His Mujesty's Government points, such as restriction of the movement has been working, and I trust that unexpected and they agree that this Bill, which limits the of small craft in the barbour by increase will continue. Your Excellency said number of strokes to 24, should be introduced, night, extension of return from banishment,

(Continued on page 5.)

INTIMATIONS

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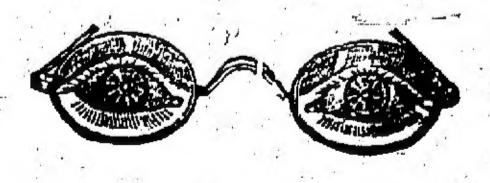
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### NEW ADVERTISEMENTS

PULPES ET PARETERIES DU TONKIN.

TOTICE IS HEREBY GIVEN that r Second Call of Dollars Ten (\$10) HAIPHONG CURRENCY Dollars and Cents Ten (S10.10) HONGKONG CURRENCY, per Share will be made on the Proferred Shares of the above Company on the 13th May, 1911.

Payment must be made to the Hongkond AND SHANGHAL BANKING CORPOBATION. THE BANQUE DE L'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURD YY, the 13th, and SATURDAY, the 20th May, 1911.

The Provisional Certificates may be sent in to Mesers LOWE, BINGHAM & MATTHEWS, St. George's Building, for endorsement after mayment has been made on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent, per annum will be charged on all unpaid calls after the 20th May, 1911, For the Board of Directors,

T. F. HOUGH. Chairman. Hongkong General Purposes Committee. Hougkong, 21st April, 1911.

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND

SINGAPORE.

### HE Stoumship

"GREGORY APCAR." having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed

at once, at Consignoes' risk and expense. .Cargo remaining on board after 1, P.M. of the 24th met. will be landed at Consignees risk and expense.

No Fire Insurance has been effected, Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LTD., Hongkong, 20th April, 1911,

### BROM EUROPE.

HE H.A.L. Steamship

"BAYERN! Captain Brehmer, having arrived, Consiguees of Cargo are hereby informed that their goods are boing landed and placed at their risk in the hazardons and/or extra-hazardons Godowns of &c. the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY. All Claims must be presented within ton days of the steamer's arrival here, after which date

they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst, will be subject

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M. any case whatever

This Steamer brings on Cargo: Ex s.s. " Islo " from Christiania. Ex s.s. " Hamburg "from Goteborg: HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 20th April 1911.

NOTICE TO CONSIGNEES.

THE P. & O. S N. Co.'s Steamer

"SUMATRA;" FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being lauded and placed AT THEIR RISK in the of Barker Road with Magazine Gap. Site Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared by the 27th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's surveyors, Messre. Goddard. and Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT. Superintendent. Hongkong, 20th April, 1911.

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THE TWENTY-SECOND ORDINARY GENERAL MEETING of SHARE-HOLDERS will be held in the Hongkong HOTEL, TO-MORROW (SATURDAY), 22nd day of April, 1911, at Noon, for the purpose of receiving the Report of the Directors, and electing Director and Auditor. The TRANSFER BOOKS of the Company will be CLOSED from the 19th until 22nd inst, both days inclusive

By Order of the Board of Directors, JOHN I. ANDREW, General Manager,

Hongkong, 14th April, 1911.

THE HONGKONG ELECTRIC CO., LTD

NOTICE IS HEREBY GIVEN that the TWENTY-SECOND ORDINARY GENERAL MEETING of the SHARE. HOLDERS will be held at the Company's Offices, St. George's Building, on TUESDAY, the 25th April, 1911, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1911, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th April, 1911, both days inclusive. By Order of the Board of Directors,

GIBB, LIVINGSTON & Co., Agouts. Hongkong, 6th April, 1911.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

TOTICE IS HEREBY GIVEN that the THIRTY-EIGHTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, WHE Undersigned, having been appointed 1911, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1910, at Current Rates:

and declaring Dividends, &c. The TRANSFER BOOKS of the Society will be CLOSED from 16th April to the 26th April, both days inclusive,

By Order of the Board, C. MONTAGUE EDE,

Becretary\_ Hongkong, 23rd March, 1911.

CHINA TRADERS' INSURANCE.

COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

OTICE IS HEREBY GIVEN that the FORTY-FIFTH ORDINARY YEARLY MEETING of the Company will be hold at the Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at 12.30 P.M., for the purpose of receiving the Report of the Directors together with the Statement of Accounts to 31st December, 1910, and of declaring Dividends

The TRANSFER BOOKS of the Company will be CLOSED from the 16th April to 26th April, both days inclusive.

C. MONTAGUE EDE, Scoretary.

By Order of the Board,

Hongkong, 23rd March, 1911

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No Fire Insurance will be effected by us in | 66 YZ ENLIS," 76A, PEAK SEVEN ROOMS; Large Verandabs; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet, Lawn. 15 minutes walk from Tram, 7 minutes by 'Rickshaw.' One of the best situations at the Peak, Cool in Summer, Warm in Winter,

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TYONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for Session 1909.

PRICE - - - \$3. DAILY PRESS OFFICE. Hongkong, 21st February, 1910.

REVISED BY THE MEMBERS.

### INTIMATIONS

### CHINESE IMPERIAL RAILWAY.

CANTON-KOWLOON RAILWAY.

CHINESE SECTION.

TOTICE IS HEREBY GIVEN that the Portion of the Second Section of this Railway extending from SIEN TSUN to SHEK LUNG will be Opened to Traffic on the 24th instant.

NGER TRAIN	rs.	
No. 1.	No. 3.	No. 5.
7.30 A.M.	11.00 л.м.	3.00 г.м.
9.58 A.M.	1.28 г.н.	5.28 г.м.
No. 2.	No. 4.	No. 6.
7.35 A.M.	11.05 а.м.	3.05 P.M.
10.03 A.M.	1.33 р.м.	Б.33 P.M.
	No. 1. 7.30 A.M. 9.58 A.M. No. 2. 7.35 A.M.	7.30 A.M. 11.00 A.M. 9.58 A.M. 1.28 P.M.  No. 2. No. 4. 7.35 A.M. 11.05 A.M.

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No. 10, MACDONNELL ROAD.

"CREGGAN," 39, The PEAK,

Hougkong, 14th February, 1911.

ODOWNS, 95 and 96, Praya East.

Hongkong, 31st March, 1911,

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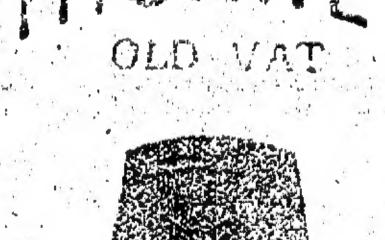
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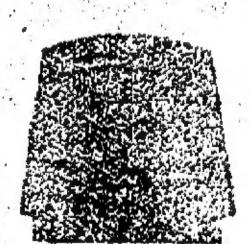
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XTHERAPION 127

CURES TO STAY CURED.

### HONGKONG LEGISLATIVE COUNCIL.

(Continued from page 3.)

in their degree will tend to the efficiency of their primary function of suppressing crime and safeguarding citizens in the enjoyment of their lives and liberty in this Colony. (Applause.) The motion was agreed to.

According to the "objects and reasons " this Bill has been submitted to and sanctioned the Secretary of State for the Colonies. authorises the infliction of the birch in case of offences against the two sections Ordinance No. 2 of 1865 which deal with kidnapping in its most serious forms, and it authorises the infliction of the "cat" in cases which fall within the section of Ordinance No. 5 of 1865 dealing with robbery with violence.

CORRECTION OF REFERENCES ORDINANCE. The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to correct certain references to previous Ordinances passed in the years 1902 and 1903." The COLONIAL SECRETARY seconded, and

the Bill was read a first time. REGISTERED PARTNERSHIPS ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to establish Registered Partnerships and to give effect to certain Chinese Partnership Customs."

the motion was agreed to. HIS EXCELLENCY - Gentlemen, the Bill which it is proposed to read a first time to-day is an attempt to solve a question which has been continuously before this Colony since the year 1874. In that year the Chinese community twice petitioned the Government, for a Bill to register Chinese partnerships. A Bill was accordingly drafted by the Attorney-General," and the clauses dealing with this matter were approved, I understand, by the Chinese community. That Bill was dropped, I believe, in 1875, because it was considered that it did not thoroughly solve the question. In 1877 1878 the Chamber of Commerce

petitioned the Government to make compulsory that members of Chinese hongs should be registered. The Governor of that day, Sir John Pope Hencesey, refused to proceed with the Bill because he had been advised. by certain Chinese whom he had consulted that it was not advisable, and the matter was again dropped for several years. 1882 the Chinese again petitioned tion from the Chinese was submitted to the Government, but at that time the Straits Settlements were engaged in the discussion of a Bill on identical lines. Reference was made to them for a period of years, and this reference lasted until the year 1896, when the Bill was dropped in the Singapore Legislative Council and the legislation became entirely abortive. In 1900 the Chamber of Commerce again took up the matter, and committee was appointed under the presidency of Mr. Wise, upon which both hon. members who represent the Chinese to day in this Council had seats. That committee reported that it was impracticable to give offect to legislation on this subject and gave as their reasons: First, because of the difference between English and Chinese law regarding the liability of partners in insolvent concerns. They said that the Chinese would not register their real names, that the existing partnership Bill was most English legislation bodily partners. In September, 1909, therefore, the the customs of the large body of Chinese who present Bill was started, and it has been continu- are legislated for." ously under discussion since that date, for both the Chinese, as I have explained, and the Cham-Bill should be eventually put through. I will leave to explain to the Council when the second reading takes place how the various difficulties were dealt with in the present Bill. At the are:-

time when the committee reported in 1900 or 1901 Mr. Thorburn remarked in a minute ! which he wrote that no legislation could any divine inspiration for the present Bill, whole debt. we still hope if will afford a practical the law so far as it is practicable and advisable that they should. No doubt in a matter | sons. so full of difficulty we will not arrive at once at any final conclusion, but as defects show in the working, year by year, amendments be included which it is hoped eventually solve the difficulty which has for over thirty-seven years been a chronic question

The Bill was read a first time, UMMARY OFFE NCES AMENDMENT ORDINANCE. The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to further amend the Summary Offences Ordinance, 1845."

of debate in this Colony. (Applause.)

The COLONIAL SECRETARY seconded, and the Bill was read a first time, The objects and reasons state that section 9 of the Principal Ordinance in the Revised Edition was taken from section 20 of Ordinance No. 8 of 1858 and by section 28 of that Ordinance offenders against section 20 were liable to a penalty of fifty dollars besides the expenses of removal. In the Revised Edition the penalty was, evidently by mistake, changed to five dollars only. -This Bill corrects the mistake.

WIDOWS' AND OBPHANS' PENSION ORDINANCE AMENDMENT. The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance further to amend the Widows' and Orphans'

Pension Ordinance, 1908." In doing so he said-The Principal Ordinance of 1908 was based on a draft which was sent out by Mr. Secretary of State Lyttleton in April, 1905, and in that draft were the words which this Bill proposes to insert in the Principal Ordinance. For some reason, which it is impossible to understand, they were emitted, and the emission has been discovered by Mr. Young, the actuary employed. He pointed this out to the Colonial Office, and the Colonial Office has asked us to amend the Bill accordingly and has at the same time informed Mr. Young that the Bill would be amended.

The Colonial Secretary seconded, and the motion was agreed to.

Council then went into committee to consider the Bill clause by clause. On resuming.

The ATTORNEY-GENERAL reported that it had passed through committee without amendment, and moved that it be read a third time. The Colonial Secretary seconded, and the Bill was read a third time and passed. ELECTRICITY SUPPLY ORDINANCE. The DIRECTOR OF PUBLIC WORKS moved

the second reading of the Bill entitled, "An Ordinance for regulating the supply of Electricity for Lighting and other purposes within the Colony of Hongkong and its Dependencies." In doing so he said—It is not necessary, I think, for me to supplement the objects and reasons which are appended to the Bill. It is not proposed to proceed with the committee stage this afternoon, and if the Bill passes its second reading now it will be referred to the Public Works Committee.

The Colonial Secretary seconded, and the Bill was read a second time. The Colonial Secretary then moved that the Bill be referred to the Public Works Committee.

The DIRECTOR OF PUBLIC WORKS seconded, Bud the motion was agreed to. HIS EXCELLENCY-Conneil will adjourn until Thursday next.

FINANCE COMMITTEE.

A meeting of the Finance Committee was The Colonial Secretary seconded, and chair. The following votes was passed. held afterwards, the Colonial Secretary in the

PUBLIC WORKS DEPARTMENT. The Governor recommended the Council to rote a sum of one thousand three hundred and fifty-nine dollars and forty-five cents, (\$1,359.45) in aid of the rote Public Works, A .- Public Works Department, Personal Emoluments, Director of Public Works, Personal Allowance,

MEDICAL DEPARTMENTS.

The Governor recommended the Council to voto a sum of two hundred and fifty dollars (\$250) in aid of the vote Medical Departments. C .- Institutes, Other Charges, for the following two items :-

Apparatus and Chemicals, Fuel and Light, ... Total, ... \$250

The Governor recommended-the Council to vote a sum of Two hundred and fifty Dollars the (\$250) in aid the vote Post Office, A. - Hong-Government, and again in 1891 a further peti- kong Post Office, Other Charges, Repairs to

> CHINESE PARTNERSHIP CUSTOMS.

PROPOSED NEW HONGKONG ORDINANCE.

A Bill was introduced in the Legislative. Council yesterday entitled, "An Ordinanco to establish Registered Partnerships, and to give effort to certain Chinese Partnership Customs. The following Memoraudum, signed by Mr. C. Grenville Alabaster, as Attorney-General, is

appended to the Bill: --The present partnership law, codified in leading to fraud and litigation. In the second | Ordinance No. 1 of 1897, is habitually evaded by place they said a Bill on these lines respectable and responsible members, of the would involve enormous expense in finding out | Chinere mercantile community because it runs who were the real partners. In the third place counter to the essential characteristics of Chinose they stated that such legislation would drive partnerships. In deciding a case under that away capital from the Colony and interfere with Ordinance the Chief Justice said (3 H.K.L.R. trade. On the report of this committee the 170):-"This is an Ordinance passed in 1897 by matter was again shelved. In 1907 a partnership the local Legislature, and I can only hold, there | Chinese, and to ignore them in a Bill intended, Bill was passed relating to European concerns, being no reference from end to end to Chinese and the particular difficulties of Chinese customs, that it was the deliberate intention to partnerships were entirely ignored. The ignore the Chinese customs of partnership. present Chief Justice, I think, the year Whether this was wise or unwise is not for me. before last, in a jude mont which he gave, to say. But I must point out to the Governalluded to this matter and pointed out ment the extreme danger of reproducing inadequate, as it took no coginsance what- Colonial Statute Book without at least ever of questions relating to Chinese considering the question how it may effect

The chief characteristics of the present part norship law are the unlimited liability of seach ber of Commerce were equally anxious that a partner for the debts of the firm, the dissolution of the partnership upon the death or bankruptcy my hon, and learned friend the Attorney-General of any partner, and the limit to the number of

The characteristics of a Chinese Partnership

(1.) Each partner-is-liable to pay out of his private property only such proportion of a partnership debts as his share bears to the total devised on this subject unless it of the shares of all the partners. But the were heaven-inspired. Without claiming partnership as a whole may be sued for the

(2.) L'artnerships do not come to an ond on working basis and remove a difficulty the death of a partner, but the deceased partner's which has been chronic in this Colony for a sone are admitted as partners and their father's large number of years, so that Chinese share is sometimes divided between them and business customs can receive the sanction of sometimes remains intact under the father's tong name, the interest being divided among the

> (3.) Firms may take shares in other firms, and there is no limit to the number of persons who may become partners.

(4.) Shares are frequently held in tong names. names invented by the individual partner for the purpose of holding property and, not infrequently, also for the purpose of concealing his identity from the general public.

(5.) Before a dividend is paid out of profits interest on capital, usually at the rate of 10 per cent. per annum, is paid to the partners who have subscribed it. (6.) Many firms have, in addition to the part-

ners subscribing capital, a hung kú or red shareholder, a person, usually the promoter or manager, who is given a share though he subscribes no capital. He gets no interest on capital but he shares with the partners the surplus profit after interest on capital has been paid. He is not, moreover, liable for the debts of the firm. The objection to the recognition of the first

of these characteristics is that unless the unpaid creditor of an insolvent firm can find and sue every single partner of the debtor firm he cannot hope to be paid in full. But this is not a fatal objection, as his position is better than that of the creditor of an insolvent limited company who cannot reach the private property of individual shareholders at all.

As to the second characteristic. There seems no reason why the death of a partner should destroy the partnership. In fact in the case of limited partnerships registered under the Imperial Act 7 Ed. VII. chap. 24 the death of a limited partner does not dissolve the partnership. But the death of a partner would result, of course, in a chauge in the proportionate interests of the remaining partners in the firm, and the value of the share of the dead partner would have to be paid to his personal representatives. It would be undesirable, if only for fiscal reasons, to recognise the right of sons to take their deceased father's share without taking out Letters of Administration.

As to the third characteristic. There is

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SHIPPING IN PORT.

AMIGO, German str., 822, W. Langschwager; =14th April - Haiphong 11th April, G overal -Jebsen & Co. Anonin, German str., 1.001, Hinkwitz, 12th April Bangkok and Swatow 11th April, Rico Bufterfield & Swire. Asam Manu. Japanese str., 1.749, Nakano, -11th April-Moji 5th April, Coal-Mitsui

Bussan Kaisha. Asıa British str., 2936, H. Gaukroger, 11th April - San Francisco 15th March, General -P. M. S. S. Co.

BANRI MARU, Japanese str., 2,369, Y. Mase, 8th April-Karatsu 2nd April Coal-Mitsui Bussan Kaisha. BUNDAI MARU, Japanese str., 2,000, T. Miya-

saki, 6th April-Milke 1st April, Coal-Mitsui Bussan Kaisha. CATHAY, Danish str., 2,649, H. Kruse, 21st March Port Said 15th Feb., General-Melchors & Co.

CHIPSHING, British str., 1,190, F. Mooney, 17th April-Tientsin 9th April, General-Chinese. or in the name he receives when he reaches CHIYUEN, Chinese str., 1.177, W. Jamieson,

18th April—Shaughai 14th April, General -C. M. S. N. Co. The last two characteristics are typically Chunsand, British str., 1,418, Mattock, 18th April-Port Courbet 15th April, -Coal-DAIGI MARU, Japanese str., 846, Ir. Murayama,

19th April-Swatow 18th April, General-Osaka Shosen Kaisha. DRUFAR, Norwegian str., 1,102, A. Auonsen, 17th April-Bangkok 10th April, General -China-Siam S. N. Co.

MPRESS OF INDIA, British str., 3,032, E. Beotham, 14th April-Vancouver, B.C. 22nd March, Mails and General-Canadian Pacific Railway Co.

JUK-URA MARU, Japanese str., 1,946, S. Rumawaki, 6th April-Moji 31st March, Coal-Mitsu Bishi Goshi Kwa sha. HAIYANG, British str., 1,362, A. E. Hodgins, 19th April-Foochow via Swatow 16th

April, General - Donglas, Lapraik & Co. HANYANG, British str., 1,207, G. I. Spink, 28th March - Tsingtan, Chefoo and Weihaiwei 23rd Mar., Salt, &c.—Butterfield & Swire. Herry Manu, Japanese str., 240, Sammers,

5th April Singapore 24th March, Ballast -Mitsui Bussan Kaisho IANO CHING, Chinese str., 1.002, Boissander, 16th April-Chinking 12th April, General -Tung Lee.

Kunsand British str., 2,077, F. Whoeler, 13th April-Calcutte, Penang and Singapore 7th April, General-Indo-China S. N. Co. scientific methods. The office of the managerial, Loongsand. British str., 1,093. Leask, 18th April-Manila 15th April, General-Jardine, Matheson & Co.

LYERMOON, German str., 2,000, v. Pilgrim, 10th April-Saigon 7th April, General-Hamburg-Amerika Linie. March-Bangkok 19th March, Rice and Meal-Butterfield & Swire.

MANDASAN, MARU, Japane e str., 3,245, T. Ota, 28th March-Miike 22nd March, Coal -Mitsui Bussan Kaisha, OANEA. British str., 5,810, W. Cope Lycett,

24th March-Victoria via Japan 22nd Feb., General Butterfield & Swire. PHEANANG. German sfr., 1,021, P. v. Langelsdorff, 18th April-Bangkok via Kolisichang 8th April, Rice, Meal and Wood-Butterfield & Swire.

PHU YRN. Franch str., 1.746. Lhuneun, 17th April-Saigen 13th April, General-Brad-

April-Bannkok 10th April, Rice-Butterfield & Swire. visited, was stored with many years' records of SARANAC, British str., 1,235, F. W. Gray, 5th April-Pulo Sambao 29th March, Kerosene

-Standard Oil Co. SINGAN. British str., 1,047, F. Jamieson, 16th April Haiphong 11th April Rice and

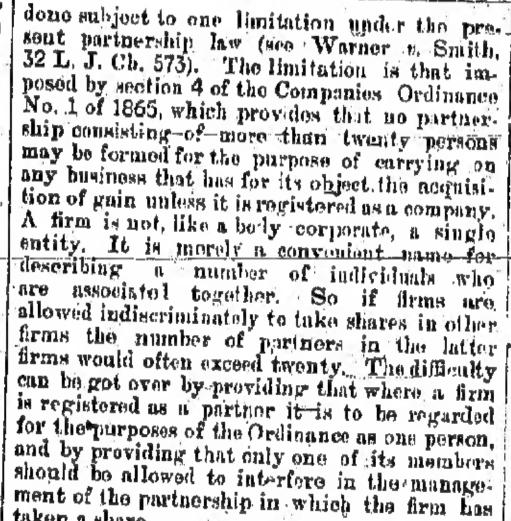
General - Butterfield & Swire. TAMBA MARU, Japanese sir., 6,133, K. Noda, 16th April-Seattle and Shanghai 13th April, Cotton Yarn, Beer, &c.-Nippen

Yusen Kaisha. TAIUN MARU. Japanese str., 2,343. Sakamoto, 18th April-Moji 11th April, Coal-Ataks TELEMACHUS, British str., 1.340, Fraser, 8th

April-Saigon 4th April, General-Wo Wongkor, German str., 1,115, H. Ibbeken, 16th April-Bangkok 9th April, Rice and Meal-Melchers & Co.

April-Chefoo 10th April, General-Butterfield & Swire.

YAWATA MARU. Japanese str., 1,234. Sakuina, 5th April-Milke 30th Mar., Coal-Mitsui . Bussan Kaisha



taken a share. With regard to the fourth characteristic. It is undesirable that individuals should hide their identity under tong names. It is submitted that a Chinese partner should be registered either in the first name he receives after birth manhood's estate. A fong name may be registered in addition.

as far as possible, to give effect to Chinese customs would be measurably to defeat the. object of the Bill.

The accompanying Bill embodies the views expressed in this memorandum. Registration is voluntary, but partners who do not register are aubject to the unlimited liability of the patnership law. The principles of the new Bill are essentially different from the principles of the Limited Partnership Act 1907, which limits the liability of sleeping partners, and which, some day, it may be necessary to introduce into the Colony; but as far as it has been practicable

THE MERCANTILE BANK OF INDIA.

to do so the Bill is modelled on that Act.

CALCUTTA'S LATEST CITY PALACE.

The Mercantile Bank of India, lute of Dulhousie Square, removed on Sturday last, says the Calcutta Daily News, to their new and spacious premises at Clive Buildings, No. 8, Clive Street, and business was opened at the new. office this morning. The new offices are constructed according to the most up-to-date and cash, and banking department extend from Clive Street right across to New China Bazaar Street. The office fittings as well as the panelling and wood work are by Mackenzie's New Mills, Bombay. The counters with their elaborately designed brass fittings are of ex. Machew, German str., 1,234, Wolff, 29th quisite workmanship. The new office in itsentirety is well worthy of a modern business concern. The flooring consists of 25,000 feet of pure marble of excellent finish. The Bank's strong room is divided into two departments, one for securities and documents, while the other is reserved for exclusive storage of gold and silver bars. The walls of the room are constructed of cross-fitted steel bars inter-comented with reinforced concrete. The whole resembles the armour of a modern Dreadnought. The strong room is by Ratner, while the safes are by Milner. There were many cart loads of gold and silver bars in the strong rooms when our representative was inspecting the premises. The shroff's and cash departments, which are modern from RAJABURY, German str., 1,189, Olfmanns, 17th every point of view, were extremely busy this morning. The record room, which was next the Bank's business. The Bank is to be heartily

LATEST STEAMER MOVEMENTS.

congratulated upon the magnificent premi-

ses in which it is now housed.

The Olof Wijk & Co.'s str. Canton left Port Said on the 19th instant, and is expected here on the 16th prox.

The P. & O. S. N. Co.'s str. Syria arrived at London on the 19th instant afternoon, The Austrian Lloyd's str. Austria left Shanghai for this port on the 20th instant p.m., and

is due here on the 24th instant a.m. The Indo-China str. Kulsang from Calcutta and the Straits left Singapore for this port on WUHU, British str., 1,227, J. Mathrel, 16th the 14th instant.

The Apear str. Lightning from Calcutta left prima facie no reason why a firm should not Singapore on the 20th instant afternoon, and hold a share in another firm. This can be may be expected here on or about the 25th inst.

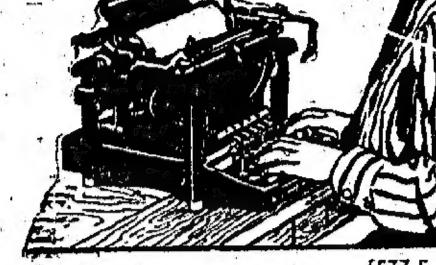


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	Tsinanfu	Foochow	Szengeo
	Mukden	Amoy	
	Shanghai	Swatow -	
	444		

JAPAN AND FORMOSA Keelung Osaka Tainanfu. Yokohama Takow Nagusaki Anping Hakndate Kobe Shimonoseki 🕆 Tamani

EASTERN SIBERIA Nicojewsk Vladivostock

Mokpo : Wonsun Seoul Chinnampo Fusan Chemulpo Songchin Pingyang Kunsan HONGRONG AND ITS DEPENDENCIES. MACAO.

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the Surnames in strictly Alphabetical Order, so test any name can be found instantly. THE MAPS AND PLANS have been engraved by one of the most eminent Firms in Great Britain and are corrected and

brought up to date. They consist this year of the following: COLOURED PLATE OF FLACE OF FOREIGN HONGS

MAP OF THE FAR EAST PLAN OF YOROHAMA PLAN OF KORE AND HYOGO PLAN OF FOREIGN SETTLEMENTS, THENESIN

ports and cities of the Far East, from Nether Plan of Foreign Concresion, Branchat

The CHRONICLE covers the notable events of the last half century in the Far East together statistics of the TRADE of each Country and with the Texts of all the most important Treaties Port, would alone suffice to fill a large volume. concluded with the countries of Eastern Asia, Royal Octavo Complete with Fifteen Mais, the various Customs Tariffs, Trade Regulations, Chambers of Contractes, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and

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of Customs Feizures, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking-Convention, 1891; Tibet Sikkim Convention, 1890; Burmah Convention, 1897; Kowloon Extension, 1898; Weihaiwei, 1898; Convention, Commercial, Shanghai, 1902; Emigration Convention,

France: Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887 and 1895; Frontier Trade Regulations. United States: Tientsin, 1858; Additional, 1868; Peking, 1880; Immigration, 1894 Commercial, 1903.

Germany:-Tientsin, 1861; Peking, 1880; Kinochan Convention, 1898; Ruilway and Mining Concession, 1898. Japan: Shimonoseki, 1895; Linotring Convention, 1895; Commercial, 1896; New Port 1896; Supplementary Commercial, 1903.

Russian :- St. Petersburg, 1881 ; Russian Land Trade, 1881 Portugal, 1888; Commercial Treaty, 1904, FINAL PROTOCOL made between China and Eleven Powers, 1901,

TREATIES WITH JAPAN Great Britain, 1894; Duties Convention, 1895; Russia, Agreements as to Corea; United Extradition Treaty, 1886; Great (Alliance) 1905; Russin (Peace Treaty) 1905.

TREATIES WITH COREA Japan, 1870; Japan Supplementary, 1876; Japan, 1904 and 1905. United States, 1882 Great Britain, 1895.

TREATIES WITH SIAM Great Britisin, 1856, 1899 and 1909, France, 1898 and 1904; Japan, 1893; Russia, 1899. Great Britain and France, Siamese Frontier. Great Britain and Russia, Railway Convention,

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### MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 ih.p., Comdr. A. Lowndes, Shanghai, Astres, 2nd class cruiser, 4,360 tons, 10 guns, i.h.p., Captain E. B. Kiddle, Atlas, admiralty tug, 615 tons, 1,400 i.h.p.,

Master S. Wost, Hongkong. Bramble, gunboat 710 tens, 900 i.h.p. Lieut Comdr. B. G. Washington Shanghai. Britomart, gunbeat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Hongkong: Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, -f.d., Comdr. H. Lynes, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong. Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Shanghai, Fame, torpedo-boat destroyer, 340 tons, guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe,

Flora, 2nd class cruiser, 4,360 tons, 10 guns, i.h.p., Captain J. Nicholas Handy, torpede-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Hen. Gny Stop-

ford, Hongkong. Mart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 h.p., Lt. Comdr. Hon. Guy Stopford, Janus, torpedo-boat destroyer, 320 tons, 6 guns, 900 h.p., Lt. Comdr. M. B. R. Blackwood

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar,

Kinsha, river gunboat, 616 tons, i.h.p. 1,200 Lient. Comdr. T. J. S. Lyne, Yangtsze. Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 i.h.p. Commr. B. O. M. Davy, Hongkong. Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B. C.V.O., C.M.G.,) 14,600, tons, i.h.p. 27,000,

Capt. G. C. Cayley, Hongkong. Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O Moorhen, river gunboat 180 tons, 2 guns i.h.p. 800. Lieut.-Co r G. P. Leith. West River-

Captain George P. E. Hunt, D.S.O. Hongkeng. Nightingale, river gunboat, 85 tons, 240 h.r. Lt. Comdr. Claude Hillersden-Woodward R:N., Yangtare.

Newcastle, 2nd class cruiser, 4, 00 tons, turbine

Otter, torpedo-boat destroyer, 385 tons, 6 guns. 6,300 i.h.p., Comdr. Lambe, Hongkong. Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Cosmo A. O. Douglas, West Sandpiper, river gunboat, 85 tons, 2 guns, 240

Shipe, river gunboat, 85 tons, 2 guns 240 h.p., Lieut.-Comdr. Malcolur Murray, Yangtsze. Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hong-

h.p., Lieut.-Comdr. E. J. J. Southby.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyres, Hongkong. Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut Comdr. R. J. Buchanan, Yangtese.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie Hamilton, Shanghai Virago, torpedo-beat destroyer, 395 tons, 6 guns 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair-Hall, Hongkong, Waterwitch, surveying ship, 620 tons, 450 i.h.p.

Lieut. Condr. R. L. Hancock, Hongkong. Whiting, torpede-boat destroyer, 360 tons, guns, 5,900 h.p., Lieut.-Comdr. G. B. Hartford, Hongkong. Widgeon, gunboat 195 tons, 2 guns, 800 h.p. Lt. Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 gans, 550 h.p. Lieut.-Comdr. B. R. Brooke, Yangtaze. Woodlark, gunbost, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. G. F. A. Mulock, Yangtaze.

Kaiserin Elisabeth, Austrian protected cruiser 4.000 Pregattenkapitan Oskar Hansa, Northern Waters Panther, third class cruiser, 1,530 tons, Fre- Corpedo boat " Sgo," Kapitan Leut, Heyden Schmidtheim

Achéron, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertraud, Saigon Alger, 2nd class cruiser, 4,320 tons, 22 guns 5,100 h.p., Commander Fournier, H'kong Alouette, gunboat, 506 tons, 7 gans, 40 h.s. Commander Badin, Saigon Argus, river gunboat, 180 tons, 6 guns, 570 h.p.,

Lieut, Audouard, Balonnette, gunboat. Cimeterre, ganbost, 140 tons, Reserve, Saigon Caronalde, gunbont, 184 tons, Reserve, Saigoc Lieut, de Linares, Shanghai

Dupleix, armoured oruser, 7,578 tons, 26 guns, 17.000 h.p Desaix, armoured cruiser, 7,57 8 tons, 26 guns, 17,000 h.p. D'Therville gunboat

Estoc, guuboat, 141 tons, Reserve, Haiphong Esturgeon, sub-marine, 70 tons, 60 h.p., Lient Combet, Saigon Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p.

Henri Rivière, river gunboal, 150 tons, 6 guns 152 h.p. Haiphong

Montcalm, armoured cruiser, (flagship) 9,367 | Charleston, battle hip (flagship), 9,700, tone tons, 36 guns, 19,600 b.p., Rear Admiral de la Croix de Castries (Commander-iu-Chief)

Manche, surveying-ship, 1,825 tons, 10 guns, Saigon Mouquet, destroyer, 300 tons, 7 guns, 6,300 Dale, destroyer, 420 tons, Lieut. Herbert H Commander de la Roche Keraudraon.

Olry, river gunboat, 170 tons, 6 guns, 500 h.p. Lieut, de Maindreville, Upper Yangtze Peiho, river gunbeat, 130 tons, 4 guns, 280 h.p. Lieut. Puech, Tongku Perle, sub-marine, 70-tons, 60 h.p., Lieut. Monnier, Saigon

Commander Mortenol, Hongay. Protée, sub-marine, 70 tons, 60 h.p., Lieut Monterey, monitor, 4,000 tons, Lt. D. W. Todd Morris, Saigon Redoutable, battleship (reserve), 9,330 37 guns, 6,200 h.p., Capt. Drouet, Saigon Styx, armoured gunboat, 1,800 tons, 8 guns

1,600 h.p., Lieut. Seriot, Saigou. Takou, destroyer, 280 tons, 6 guns 6,500 h.p., In Reserve, Saigon Vauban, torpedo-depot, Commander Mortenol, Hongay

Vétéran, torpedo-depot, Lieut, Bihel, Cap Saint-Jacques Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p. Lieut. Dumonlin, Siking GERMAN.

Arcons, cruiser, 2,719 tons, Captain von Hipper Iltia gunboat, 1,000 tons, 10 guns, Captain Lans Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p. Captain Graf von Posadowsky-Wehner Leipzig, cruiser, Captain Engel

### SETTLEMENTS STOCKS

RUBBER COMPANIES.

Singapore, April 6.

er value each hare £1. Calls aid up are:—	Malayan Companies.	Singapore Fraser & Co.'s Prices, March 8	Dividends	Par value each share £1. Calls paid up are:—	Malayan Companies.	Singapore Fraser & Co.'s Prices, March 8	Dividende
15/ paid	Alor-Pongsu			fy paid	Malneen Ordinary	10.5.0	
Гу. ,,	Anglo-Johore	1.6.13	75% 10	2/ ty.	Merlimau	6/8}	
2/ (y. ), 17/6 / n	Bakap		Lote	fy. "	Morton Syndicate	1.16.0	******
fy. "	Batu Caves			2/, fy. "	Narborough Est		11000 2md
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2/, 1/ "	Batu Tiga Beranang Selanger	5.15.0	10%	2 fy	Pataling Pelepah (Johore)	3.5.6	200% '10
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15/ "			64% '10	15/ ,,	R. of Johore	,	*****
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2/ fy. "	Preferred	2.11.6	1021%	2/ fy.	Singapore Para Straits (Bertam)	7/3 8/6	121% '10 171% '09
2/ fy. "	Consol Malay Damansaro	1.6.1 ½ 8.5.0	50%	0 15/6 ,	Strathmore R.	T.	11 2/6 UI
fy.	Dennisto wn		50%	17/6 ,	Sungei Bahru	5.100	
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fy. "	Jugra (Ordinay)		25%	0	i———	2.1.3	75% '10
17/6 " ' 2 fv	Juru Estates K'pong Kuantan				Trust and Finance		
2/1/ "	Kamuning "A"	6/8 pm	u 15%	0	Companies.	, v	
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2/1/ ,,	Kota Tinggi	1/3 -pn		15/ 1,	Strait. M Trust	• •	10000
10/ ,, fv.	Khota Tampan		1,,,,,,		India, Ceylon, Borneo,		
15/ "	Krubong		20%	0	Java and Sumatra.		
fy. 19	Kuala Klang Kuala Lumpur	8,14.3	75% 71	fy. paid	Anglo-Java	1.	
2/ fy.	Kuala Pahi		5%	fy.	Asihan (Sumatra Bangawan R.		
2/ fy. ,,	Kuala Selangor Labu	16/3	209	17/6	Besufort	1.9	*****
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Augusto Jose da Almeida UNITED STATES. Albany, cruiser, 8,000 tons, C. S. Williams. Arayat, gunboat, Lieut.-Comdr. Matt H

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Samar, gauboat, Ensign W. C. I. Stiles Shark, 125 tons, 160 h p. Ensign Theodore G Villaloboa, gunboat, 370 tons, Lt. A. Andrews Wilmington, gunboat, 1800, Comdr. G. R.

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Per Rubi, for Manila, Mr H. A. Raider, Mr and Mrs R. J. Find and 2 children, Mr J. Zeisler and H. Ross; for Cebu, Mr T. da Quin; for Iloilo, Mr Charles Hilard, Mrs and Miss Alvarez and child.

STEAMERS PASSED THE CANAL.

March 24th-Alcinous, Bayern, Candia, Hyson. 28th - Benmohr, Kawachi Maru, Nicomedia, Pathan, Peking, Saxonia, Indradeo. 31st-Calchas, Cyclops, Sithonia, Theseus. April 4th -Braemar, Indrapura, Kaga Maru. 7th-Alcinous, Hudson, Nile, Peshawur, Polyphemus, Syria, Hermann, Lerche. 11th-Benarty, Bloemfontein, Breconshire, Erzherzog Franz Ferdinand, Marmora, St. Hugo. 18th-Atsuta Maru, Brasilia, Buelow, Ceylon, Glenroy, Iyo Maru, Kanagawa Maru, Machaon, Nera, Nippon, Nore, Prometheus, Scandia, Silesia, Prinzess

ARRIVALS AT HOME. April 18th-Deucalion, Hellas, Katuna, Keemun, Spezia. 19th-Syria.

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Canton, 15, Dezember, 1910.

KONSULAT.

BEKANNTMACHUNG

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" OSTASIATISCHEN LLOYD " "HONGKONG DAILY PRESS"

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4th May

30th May.

Joth June

To Sail on or About

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and offer any TWO OF A TRAINE. following next lines appear in

World: Says Winston, with polysyllabic loquacity, The Suffragette League is "a fount of men-

dacity"—
The women, in answer, will probably tell us he Is simply consumed by professional jealousy.

UNSUSPECTING WIFE'S REWARD. Banknotes and securities worth £12,000 were found in an old coat belonging to a Greek beggar who died at Kasaka, Roumania. His widow, who found them, had believed throughout her married life that her husband was a poor man. She had never dared to search her husband's pockets, as some wives are said to do.

BELECTION OF A TITLE.

Lord Airedale, whose sudden death was recently announced, used to tell an amusing story in connection with his title," When, it same announced that he had decided to take the it was understood that he had selected his title society.

A propos of a conscience-stricken borrower taken out of the institution years age and for seated millitary muchines for reconnecting gotten to return, a contemporary relates the work for the next five months." following: - A visitor was being shown round a library by the owner, and minired it very us seen at the show, has been given by the much. He asked for advice about book-collect. French Government. These machines, coning. "My advice," said the collector, "is simple, structed almost entirely of steel, take to Never lend books." "Never lend books?" said pieces in half an hour for expeditions milithe inquirer, rather mystified. "No, never the inquirer, rather mystified. No, never tary transport. A number of Forman mili-lend books. Do you see these shelves findicat- tary-type biplanes—in which the two occupants ing with a sweep of his arm a couple of thousand books or so). Well, every one of these was

### AN ORIGINAL.

By way of competition a Chicago paper offered three dollars for the most original advertisement | machines of other makes already bought by the for its Sunday issue. The following, original French Government - such as Sommer, Maurice enough, was among those received :-

Wanted .- Young man in gaol wants to get ! out; suggestions solicit at that might result " in immediate release; wants poet's address who wrete: "Stone walls do not a prison make nor iron bars a cage." Addiess John

L. Silber, County Guol. Readers of the paper became so interested the man that his pardon was granted by the Governor of the State as the result of agitations BOY WITNESS NISTAKE.

France A boy, about 14, was, summoned to give evidence, and his appearance was such as to move the whole Court to laughter. He was small even for his age. He word a long redingete, poculiar to the Besque country, and immense boots. His trousers, collar, and hat were unquestionably those of a man. The Court was , convulsed, and the President, asked the boy how he dared to treat the Court in such a manner. The boy seemed as surprised as the President, and, taking out the citation from his pocket, read the formula inviting him "comparatre dans les affaires de son père."

WHERE CAMELS SMOKE. A curious fact is described in the paper I/ Tabacco, quoted by a writer in the Strand Magazine, regarding the taming of wild cantels by the natives of Morocco. A three-cornered piece of wood, through which a hole is drilled, is placed in the mouth of the camel, and a lighted olgar, very large and locadly rolled, is then inserted in the hole. As soon as the animal starts to draw it becomes very tame, and continues to inhale the smoke and to emit it through its nose. As soon as the first eight is finished, a new one must be put in place, otherwise the camel becames furious and very stubborn, fixes its legs in the ground, and cannot be made to move until the eight smokes again.

NAPOLEON AND THE MONKS. A detachment from one of the French armies under Napoleon was once passing through a small town in a Roman Catholic part of Germany, when the troops being in want of provisions, the general sent to require a certain amount to be furnished by a monustery at a very short distance from the town. The superior consulted with the monks, and all agreed in not complying with the general's request; but it was resolved that an apologistic letter should be written in Latin. Napoleon, not having a classical education, did-not understand a word of it, and gave it to his secretary to read. "How!" cried the general, "do the rascals dare not only to refuse my demands, but also to write to me in Latin ?" He then directed his secretary to write them as follows: "Friponibus de meinibus sivous no m'en envoyibas instant bus, je mettrai le feu a votre conventibus, et je vous ferai pendibus, toutibus,"

WHEN CARLYLE WAS\_LECTURED.

The dead peer recently recalled his first meeting with Carlyle .. " I was introduced to him as a young manufacturer from Leeds," he said. "Carlyle furned suddenly upon me and said. Prny, sir, is it true that there is a great roaring, smoking forge in the very centre of Kirkstall Abbay? No. sir, I replied, 'it is not true. The Kirkstall Forge is half a mile graffly retorted. 'I heard it was in the very centre of the Abbey, but at any rate Loods is a sholldy manufacturing town, is it not? I said to him. Do you know, Mr. Carlyle, what shouldy is? You write a great deal about sheddy. Would you mind if I told you? Ho said "No." and I told him that and washed and torned into wool, and made into cheap clothing, enables clean and cheap garments to be manufactured for working people. Oh, said Carlyle reflectively, I had not heard that aspect of the question."

THE QUEEN AND LADY SMOKERS, Queen Mary does not like ladies smoking in her presence. Some few years ago (recalls M.A.P.) her Majesty showed her dislike to the cigarette habit being indulged in by ladies in a manner that was not only effective, but was not without its humorous aspect. When Princess of Wales she was the guest of a wellknown American hostess who, after dinner, cought, and, of course, obtained the Royal assent to some of the ladies present smoking cigarettes, the Queen's distike to this practice not then being generally known; but during the consumption of the cigarettes the Queen remained standing, and of course every other lady in the room had to do likewise. The hostess, however, had the shrewdness to guess why her Royal guest did not sit down, and in a few minutes man iged to convey her wish to the ladies who were smoking that they should throw away their eigarettes, which they gladly did, for they also suspected why they were kept standing. The Queen then sat down, and her Majesty has never since had reason to express her dislike of ladies smoking in her presence.

FROM THE WORLD'S WAR FLEET OF 300 AEROPLANES. RUSBIAN BUYERS AT OLYMPIA.

> An English representative of the Aeroplane Purchasing Committee of the Russian Government-which has decided to spend £900,000 without dolay upon military airmanship - visited the Acro Exhibition at Olympia recently accompanied by two of the Russian Government airmen. Russia has decided to buy a fleet of 300 war

neroplanes, all the machines to be delivered before the end of the summer; and the Russian agent spont the whole day discussing British aeroplanes with the English makers. Already the nussian Government has bought eight British-built Bristol biplanes five Farman biplanes, and förty Blériot monophines.

The dominant note of the exhibition is the remarkable activity of Government in the formation of floots of war acroplanes, Experts from the British War Office have been examining machines closely since the show opened; French Government experts are also inspecting the English-built machines. "We have now," explained M. Norbert

Cheroau, manager for M. Bleriot, "no fewer title of Baron Airedale he received a communica- than eighty war, aeroplanes to supply to the tion from the Airedale Terriers Society saying order of the French military authorities. Thirty of these machines, both single and double. from their club, and they therefore hoped he seated monoplanes, have already been supplied would see his way to present a good can to the to the Government and are in use. French officers have began to learn to fly so rapidly that there are now not far short of 100 military airmen in France. So great is the demand who recently sent to the London Library the how fir war aeroplanes for various countries published price of some books which he had that M. Bleriot enanot deliver any more two-

> An extensive order for Breguet biplanes, of the machine sit in a neat enclosed body like that of a racing motor-car—have also been bought by the French, Italian, and Spanish Governments,

> With the recent orders for Blériot and Farman aeroplanes, added to the number of Farman, Antoinette, Goupy, Nieuport, and Hanriet machines -the French War Office will shortly possess an air fleet of at least 150 war

The fast-flying war monoplane, as designed by M. Bleriet, is the striking feature of the exhibition. Sitting side by side, protected from the wind by a dome-shaped metal screen, and with maps and compass fixed in frames before them, the driver of the muchine and the observer will rush through the air at a speed of sixty A droll incident is reported as having taken country over the sustaining wings, which have place in agreef the provincial Appeal Couris in | been set farther back to facilitate reconnecting. The British War Office now owns ten sero-

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Mr A. P. Nobba

Passinore

Mr. Packer

Mr J. Quinn

Foy F. J. Ange Miss Ango MrT. Aoki Capt. Thos Arthur Miss Lupreito Mr. & Mrs. Vackie, Mr & Mrs Bartels & child I'r Belinos Mr M. P. Beattie Capt. & Mrs. Meriees Mits Brands Mr and Mrs H. B. Bridger & Son

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Mr H. J. Reilly Mr. H. E. Rigge Mr O. Rumbuch Mr. I. Sidesky Mr. E. E. Smith Mr & Mrs Steigers child bir Harrison Mrs Vornon Mr J. C. Hoskyn Mr. W. Wilson Mr A. II. G Jackson Mr & Mrs Zoliner Mr & Mrs Janson

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### DELAGOA BAY, DURBAN (Natal) EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO. PROPOSED SAILINGS. FROM HONGKONG:

16th May. S.S. ELLERIC For rates and further information, apply to-

> BANK LINE, LIMTIED, (MANAGING AGENTS).

THE BANK LINE, LIMITED.

King's Building, Praya Central.

# AMERICAN & MANCHURIAN LINE.

HONGKONG TO BOSTON AND NEW YORK, via PORTS and SUEZ CANAL.

(With liberty to call at Malahar Coast.) S.S. MATOPPO" ... 8,550 Tons ... On or about 25th April.

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### SWEDISH EAST ASIATIC CO., LTD.

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ATTERATION). DESTINATION SHANGHAI, YOKOHAMA and KOBE .. "PEKING" ...... On 24th April. SHANGHAI, YOKOHAMA and KOBE ... "CANTON" ............ On 16th May.

For Freight and Further Particulars, apply to TELEPHONE No. 171. OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG. YORK BUILDINGS, TOP FLOOR.

### PENINSULAR ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES AND LONDON. TAKING PASSENGRES ALSO FOR Colombo, India, Australasia, Egypt, Buindist, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK. STEAMERS Connecting Steamers Due Due MARSEILLES PLYMOUTS from Colomeo to Hongkond COLOMBO MARSEILLES & LONDON 2 days earlier) 1 day later) 1 P.M. SATURDAY Steamer Steamer Tons SATURDAY ASSATE ..... 7500 MOREA ......11000 May 27 June DELTA ...... 8000 MOOLTAN ...10000 June 10 June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking. FARES TO LONDON (Including Surtax); 1ST SALOON £71.10 SINGLE. £106.14 RETURN.

2ND £48.8 IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (Non-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON CARRYING SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS :

	STHAMERS			E	Leave Iongkong			Due Loubon	
	CITOTYYA	<b></b>	Tonnage		about		Y	about	• •
	SICILIA SUMATRA		6700	May		17	July		3
1		ه م موسطر، ده ه	4600	Мау		31	July		17
	NILE		6700	June		14	July	×	31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSHILLES FARES TO LONDON (Including Surtax): 1st SALOON £55.0 SINGLE. £82.10 RETURN.

£38 10 Carry 1st and 2nd Saloon Passengers. For further Particulars, apply to-

> E. A. HEWETT, .. SUPPLINTENDENT,

### SHIPPING

ARRIVALS. BAYERN, German str., 5,085, Brehmar, 20th April Singapore 14th April, General-Hamburg-Amerika Linie. CHINITUA, British str., 1,349, Benson, 19th

April-Shanghai 16th April, General-Butterfield & Swire. DAIYA MARU, oupamose str. 2,798, K. Kobayis ehi, 20th April-Moji 15th April, Cont-

1 - Mitsu Bishi Goshi Kwaisha. FLORA, British craiser, 4,360, J. Nicholas, 20th April-Singapore 14th April. FRI, Norwegian str., 860, Anderson, 19th April

-Dalny 13th April, Beans-Aagaard, Thorsen & Co. GREGGALV APCAR, British str., 2,961, S. II. Belson, 20th April-Calentts 4th, Penang

10th and Singapore 14th April, General-David Sussoon & Co., Ltd. HELENE, German str., 771, H. Bendixon, 20th April-Heihow 19th April, General-

Jebsen & Co. HULCHOW, British str., 1,217; G. Hooker, 19th - April-Tientsin, 14th April, General-Butterfield & Swire, Mondoven, British cruiser, 9,803, L. E. Power,

20th April-Singapore 14th April. PERMEUS, British orniser, Commander A. P. Davidson, 27th April -- Singapore 14th

Westu. British str., 20th April - Canton.

CLEARANCES. AT THE RARBOUR MASTER'S OFFICE. 20th April.

Asia, British stell for San Francisco. Haiyang, British str., for Swatew. Phu Yen, Prouch str., for Hongay. Samatra, British str., for Shanghai. Wongkoi, German str., for Swatow.

DEPARTURES 20th April. CHUNSANG, British str., for Canton. DERWENT, British str., for Saigon. Kownoon, German str., for Shanghai. - LARRERS, British str., for Singapore. LINAN, British str., for Shanghai. Nis and British str , for Shanghai. QUINTA, German Sir ; for Heihow. ROMANY, British str., for Woosung.

Runi, American str, for Manila.

TAMON MARU, Japanese sir, for Milke. TSINTAU, German str., for Hollow. "SRIPPING REPORTS. The German str. Helene reports: Rainy. weather, strong N.E. winds and high son?

### VESSELS EXPECTED.

THE AMERICAN MAIL. The P. M. S.S.: Co. str. Mongolia is due to arrive at Hongkong to morrow between 8 and

The T.K.K. str. America Mary arrived at Yokehama on the 14th inst., and left that port for Hongkong with U.S. muil on the 17th inst. via Kole, Nagasaki and Shangbai. The P. M. S.S. Co str. Persia sailed from San Francisco on the 12th inst. for Hongkong. via Henolulu, Yokohama, Kolo, Nagasaki and Shanghai, and is due to arrive at Hongkong on

the 10th prox. The P. M. SeS. Co. str. Korra sailed from San Francisco en the 18th inst. for Hougkous. vin Henolulu, Yokohama, Kobe, Nugasaki and Shanghai, and is due to arrive at Hongkong on the 19th proxi-

THE AUSTRALIAN MAIL The P.G.M. str. Prinz Sigismund left Sydney on the 8th inst., at 11 a.m., and may be expected Port, Ports Darwin and Manila) and is due liere on or about the 5th prox.

MERCHANT STEAMERS. The P. & O. S. N. Co.'s str. Sumatra left Singapore for this port on the 15th inst., at a ma and bedue here to-day. The Hand str. Rheinfels left Shanghai on the 17th instant, at 1 p.m., and may be expected.

here to-day nun! The Apenr Str. Japan from Shanghai, Kobe and Moji may be expected here to day. The Norddentscher Lloyd str. Prinz Walde-

mar left Nagagari on the 18th instant, at 6 p.m., and may be expected, here to-morrow at The Olof Wijk & Co. str. Peking loft Sebang 1

on the 13th justant, and is expected here on the 24th instant. The N.Y.K. str. Tosa Maru (Bombay Line) left Bombay for this port via Singapore on the 7th inst. and is expected here on the 25th inst. The Mogul Taue str. Pathan left United

Kingdom on the 12th ultimo for Hongkong. via Straits. The " Mogul" Line sir, Loral left United Kingdom on the 10th instant for Hongkong, via the Straits.

### VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

### ITTHE Steamship

Captain A. Stewart, will be despatched for the above Ports on TUESDAY, the 25th inst.,

For Freight or Passage, apply to DAVID SASSOON & Co., LTD., Agents. Hongkong, 20th April, 1911. REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALADAR COAST). PROPOSED SAILINGS FROM HONGRONG.

FOR NEW YORK. S.S. "MONTROSE"...On or about 4th May. FOR BOSTON AND NEW YORK. S.S. "MUNCASTER On or about CASTLE" ( 11th May. For Freight and further information, apply to DODWELL & Co., LTD.,

Hongkong, 20th April, 1911 THE AMERICAN AND ORIENTAL LINE.

Agents.

FOR NEW YORK. (With Liberty to Call at the Malah Coast.)

HE Steamship

"AFGHAN PRINCE," Captain Thomas, will be despatched for the above Ports on or about 18th May, 1911. For Freight and Passage, apply to— ARNHOLD, KARBERG & Co., General Agents. Hongkong, 19th April, 1911.

### VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowleon "m," and those vessels berthed at the Kowleon, Wharf "k,w." together with the number denoting the section.

2. From Harbour Master's to Blake Pier.

1. From Green Island to the Harbour Master's.

		S-12-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1				, , , , , , , , , , , , , , , , , , , ,	"GLAMORGANSHI
	~	and the					Captain W. Gregory, will be
	VESSEL'S NAMES.	FLAG & BLO BE	RTE	CAPTAIN.	FOR PREIGHT APPLY TO	TO BE DESPATCHED	above on 22nd inst.
DESTINATION	VESSED CO.						For Freight or Passage, apply
	and the second of the second o			The state of the s	Section 1997 and 1997		JARDINE, MATHESON
	. !	Te vi	7 1				Agonts.
D Clare	Aggive	Brit sir	-	G. W. Cockman, R. N.R.	P. & O. S. N. Co	On 29th inst., at Noon	Hongkong, 12th April, 1911.
LONDON, NC., VIA USUAL PORTS OF CALL	PATMA	Brit. str.			P. & O. S. N. Co	On 3rd May, at 10 A.M.	
LONDON & ANTWERP VIA SINGAPORE, &C	SICILIA	Brit. str.	-	C. W. Watkins, B.N R.	P. & O. S. N. Co	About 17th May,	
LONDON & ANTWERP VIA SINGAPORE, &C	REIGRAVIA	Gor. str. cal-	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 8th May.	
ROTTERDAM, HAMBURG & ANTWERP, &c	SACHSEN	Ger. str.	k. W.	Wagner	HAMBURG-AMERIKA LINIE	On 25th May.	
ROTTERDAM, & HAMBURG VIA STRAITS, &c	ARCADIA	Ger, str.	k. w.	Schwinghammer	HAMBURG-AMERIKA LININ	On 6th Juno.	
COPENBAGEN & BALTIC PORTS	CATHAY			H. Krase	MELCHERS & Co	About 3rd May.	
HAVRE BREMEN & HAMBURG &c		and the state of t	k. w.	Rassau	HAMBURG-AMERIKA LINIB	On 10th May.	
MARSEILLES, LONDON & ANTWERP	GLAMORGANSHIRE			W. Gregory	JARDINE, MATHESON & Co., LD.	On 26th inst., at D'light	
MARSHILLES, LONDON & ANTWERP VIA SINGAPORE, &C.		1 -	- 1		NIPPON YUSEN KAISHA	On 27th inst.	
MARSEILLES, HAVRE & HAMBURG, &c.	SENEGAMBIA	Ger. str	K, W	Eckhorn		On 10th May, at D'light	AUSTRIAN LLOYD'S ST
A THE STATE OF THE PROPERTY OF	AKI MARU		. <del></del>	K: Homma		On 10th May, at Dligh	GATION COMPA
A SECOND OF THE PROPERTY OF A CONTRACTOR OF THE PROPERTY OF TH	" Fel Till 1 1711 % Managemen	· -	1	A. E. Moses	NIPPON YUSEN KAISHA	On 3rd June.	STEAM FOR
The about 11.1.1.1. HAVKE & HABBUING & Comment	A TANK PERMANAN AND DELEGRATIONS		k. w.	Brehmor	MELCHERS & Co.	On 3rd May, at Noon.	FIUME AND TRIESTE
the area for the file of a contract that the contract of the c	PRINZ LUDWIG		Man b	F. v. Binzer	1 Diamen William Pr. Co.	On 26th inst.	Calling at SINGAPORE.
THESTE, S A SINGAPORE SC	23 k 62 d 63 d 84 k 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Aug. Mr.		Raicich		About 4th May	COLOMBO, BOMBAY,
A NEW YOR!	MONTROSE			Thomas	A Transmission of Man	About 18th May.	ADEN, SUEZ AND POR
1 Control of the cont	A FRIDA DERINGE	Am, str.	_	The same and the same of	1 Character Database Traces Trees	About 25th inst.	(Taking Cargo at through rates
THE POST OF YEAR AGER, AND LOSTE STEEL CURVE	L'ALATOPPO CARRET	Brit, str		1 11 11 11	DODWELL & Co., LTD	About 11th May.	PERSIAN GULF, RED SE
The supplied to MECW VIDEO And the second se	EMPRESS OF INDIA	Mrs	i m	E Beetham	CANADIAN PACIFIC B. Co	On 29th inst., at 6 P.M.	SEA, LEVANT, VENIC
- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	MONTEAGLE		2 m.	W. Davison	CANADIAN PACIFIC R. Co	On 28th June, at Noon	ADRIATIC PORTS
	Taxes Mann	Tan str.	-	K. Noda	NIPPON YUSEN KAIDIIA	On 25th inst. at Noon	HE Company's Steamship
VANCOUVER YIA SHARTLE, VIA SHANGHAI, &C	N CANADA MARIE	Jap. str. :		Jan 1 44	OSAKA SHOBEN KAISHA	On 2nd May, at D'light On 23rd May, at 4 P.M.	
VICTORIA, C.B.& TACOMA VIA SHANGHAI & JAPA VICTORIA, B.C. & SEATTLE VIA SHANGHAI, & VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &	CLAWA MARC	Jap. str	-	Irizawa	NIPPON YUSEN KAISHA	On 4th May.	"AUSTRIA."
VICTORIA, B.G., & SEATTLE VIA SHANGHAI, &	o Suverio	Brit. str	-	F. S. Cowley	THE BANK LINE, LIMITED	To-day, at 1.P.M.	Capt. Raicich, will be desputed
SAN FRANCISCO VIA SHANGHAL & JAPAN, &C.	ASIA	Brit, str		II. Gaukrager	. Pacific Mail S.S. Co.	On 29th inst, at 1 P.M.	WEDNESDAY, 26TH
SAN FRANCISCO VIA SHANGHAI & JAPAN, &C.	Mondolita	Am, str		The first of the second	. Pacific Mail S.S. Co	A P. D. T. T 4 7 19 19 19 19 19 19 19 19 19 19 19 19 19	This Steamer has capital acc
SAN FRANCISCO VIA SHANGHAI & JAPAN &	C AMERICA MARU	Jap. str	parts 1	A. G. Stevens	Toyo Kaisen Kaisha	On 12th May.	passengers, excellent cuisine,
BEIRA, DELAGOA BAY, DURBAN, &c	KATANGA ,	Brit. str		The last African	THE BANK LINE, LIMITED PORTLAND & ASIATIC S.S. Co.		electric fan and carries a doctor
Transport ANT) cla J2 i'AN co co	. 1. RYGJA	Nor. str.	· +	Eivind Meyer	MELCHERS & Co	On 25th inst, at 19 A.M.	For information as to Passa
The Approximation And the Control of the New York and Approximation of the Control of the Contro	PRINZ WALDEMAR	Ger. str.	-	F. Iseke M. Winckler	NIPPON YUSEN KAISHA	On 12th May, at Noon.	annly to
TO CONTRACT AND PORTES VIA MANUALMA, the contract	. Kumano Maru	Jan. str.		J. Negno	NIPPON YUSEN KAISHA	On 9th June, at Noon,	SANDER, WI
- ) APSTRAFIAN PORTS TO MANJOR III - III - 2	YAWATA MARU	4		M. Hogino	Nippon Yusen Kaisha	On 27th inst., at 11 A.M.	Age
KORE & YOKOHAMA	. KAGA MARU	. Jap. str		D. Lenz	MELCHERS & Co	About 2nd May.	Princes
1 TEAN DE VOKOHAMA	F THE PARTY OF THE	Ger. str Jap. str	. mar	J. Nagao		On 10th May, at Noon.	Hongkeng, 31st March, 191
- Later Acide Later Correct W. Little Control Control	HONGKONG MARU	Jap. str.		H. Hinokuma	Toyo Kisen Kaisha	On 17th June, at 1 P.M.	
JAPAN, HONOLULU, MANZANILLO, &C.	TJHANAS		2 1 30 00 F	J. B. v. Damme Jeliz	ib Java-China-Japan Lion	Quick despatch	THE PENINSULAR AN
THE TATEAN IN THE SECOND OF THE SECOND	HUICHOW	1 1	1 m	Hooker	Butterfield & Swike	On 25th inst., at D'light On 23rd inst., at D'light	STEAM NAVIGATION
TIENTSIN CONTRACTOR TO WEIGHATWEI	Chirsmag	1 12 14 34 12		F. Mooney	JARDINE, MATHESON & Co., L.	To-day, at 4 P.M.	SIEAR NATION
THENTSIN VIA SWATOW A WEIHAIWEI	WUHU	Brit. str	😲 🕽 m	J. Meathrel	BUTTERFIELD & SWIRE	On 24th inst.	STEAM FOR STRAIT
CHEFOO & NEWCHWANG SHANGHAL YOROHAMA & KOBE	PEKING	Swed. str.		1	OLOF WISH & CO., LTD	To-morrow, at Midnigh	t AUSTRALIA, INDIA, A
and the first term of the second seco	CHINHUA	Brit. str.	1 m.	Benson	BUTTERFIELD & SWIRE	1	MEDITERRANEAN
SHANGHAL.	CHOYSANG	Brit. str	·	M. Courtney	JARDINE, MATHESON & Co., L.	On 26th inst.	PLYMOUTH AND
SHANGHAL MOJI & ROBE	Tosa Mahu	Jap. str		H. Nomura	P. & O. S. N. Co.	About 27th inst.	
A PARTY A TATALLER A TO THE PARTY AND THE PA	. Land and the second s	Brit. str.		E W Bruce	P. & O. B. N. Co	About 2nd May.	THEOUGH BILLS OF LADI
THE OWNER AT MICHELL ROUSE WILL CONTRACTOR	Резнамов	Brit, str.		E. W. Dittes	MELCHERS & Co	About end of April.	BATAVIA, PERSIAN GULK
	ARABIA	Dan. str	W W 2	II Fowmer	MELCHERS & Co	About 3rd May.	AMERICAN AND BOUT
	IV BUELOW	Gor Ar	'⋅k. w.	ILLE OF MEN AND THE	HAMBURG-AMERIKA LINIS	On 6th May.	Ponts
to to the construction is a feet to be a feet to the construction of the construction	· 中国 1 · 一			Knaisel	HAMBURG-AMERIKA LININ	On 18th May.	THE Steamship
			W	Van D. Jalink	JAVA-CHINA-JAPAN LIJN	Quick despatch	A KOON VIII
	Theres Branch	Jun. str.			Osaka Shosen Kaisha	Carl On 25rd inst., at 10 A.A	
of the compact of the second of the compact of the	the Publication management of				OSAKA SHOSEN KAISHA Douglas Lapeaik & Co	On 26th inst., at 8 A.M.	Captain E. W. Cockman, R.N.
PER PROPERTY OF THE PERSON OF THE PE	HAIYANG			A. E. Hodgins	DOUGLAS LAPBAIK & CO	To-day, at 11 A.M.	Majesty's Mails, will be despa Bombay and Colombo on S
SWATOW - SWATOW -	HATMUN	Brit. str.	. Z h	J.T. W. Evans	HOUGLAS LAPRAIK & CO	On Zard inseque to A.M	그 그 그는 그는 그를 하는 사람들에 가득한 것 같다.
SWATOW - CONTINUE	HAITAN	Brit. str.	2 h.		Douglas Lapraik & Co	On Zour inst., at 11 A.M.	
8WATOW, AMOY & FOOCHOW	HAIGHTNO AL	Brit. str.	2 h.	W. C. Passmore		To marrie of 2 mar.	
F. SWATOW, AMOY & FOOCHOW	LOGSCHANG	Brit. str		Teask		D Totallorrow, 45/2 F.M	from Colombo, passengers
MANILA, CEBU & ILOILO	TAMING	Brit. str	1 m.	Pennefather	The second of th	On 29th inst., at 4 P.M.	in which vessel is secured
MANILA, CERU & FLOILO	ZAFIRO	Am str		M. C. Smith	en e e e e e e e e e e e e e e e e e e	1 40 4 40 4 40 4	from Hongkong.
MANILA. CEBU & ILOILO	Runi	Am. str		S. Crosby	A 74		Silk and Valuables, all car
result contracted for the CNC is Refulled A.T. Take in A.M. DAMARAN AND THE TARREST	FAT TACABLESCO			F. Sembill			and Cargo for London (under
BOMBAY VALSINGAPORE, & COLOMBO	Brngo Maru	Jap. str.		W. G. G. Lensk			to transhipped at Colombo int
on SINGAPORE, PENANG & CALGUTTA	Kumsang	Drit. Str	-	A. Stewart		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	proceeding direct to Marson
SINGAPORE, PENANG & CALCUTTA	JAPAN	Dut sta		V. Zwart		Quick despatch.	other cargo for London, &c.
BATAVIA, CHERIBON, SAMARANG, &c.	1 JITAKUSM	1817 27400 5041 11.		1			via Bombay by the S.S
ey l		The second			17-1		in London on the 9th June,
701		2 40					Parcels will be received a

### The Fi & A. str. St. Albans left Sydney on the 12th instant, for this port (via Queensland CANADIAN PACIFIC RAILWAY CO.'S NORDDEUTSCHER LLOYD, BREMEN ROYAL MAIL STEAMSHIP LINE. IMPERIAL GERMAN MAIL

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver H.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.		From Quebec.
"EMPRESS OF INDIA" SAT, "EMPRESS OF JAPAN" SAT, "EMPRESS OF JAPAN" SAT,	10th June	"ALLEN LINE" FRIDAY, 26th May "EMPRESS OF BRITAIN" FRI., 16th June "ALLAN LINE" FRIDAY, 7th July "EMPRESS OF IRELAND" FRI., 28th July "ALLEN LINE" FRIDAY, 18th Aug

Steamships leave HONGKONG at 6 P.M.

FITHE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCCUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Stemmships, 14,500 tons register, thus providing a comfortable and speedy through route

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Corner Pedder Street and Praya, opposite Blake Pier.

### ASIATIQUE EST MESSAGERIES MARITIMES, AGENTS.

S.S. "SI-KIANG," Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG (VIA KWANG CHOW WANG).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M. Arrives Haiphong on FRIDAY, at 2 P.M.

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For Passages and Freight, apply to P. THOMAS, M.M. Co.'s AGENT.

# LINES.

3. From Blake Pier to Naval Yard. 4, From Naval Yard to East Point

		, A
FOR	STRAMERS TONS	TO SALL
MANILA, YAP, ANGAUR, MARONN ) SAMARAI, NEWGUINEA, BRIS- } BANE, SYDNEY and MELHOURNE )	"PRINZ WALDEMAR," Capt. F. ISEKE, 6,100	Tuesday, 25th April, at 10 Apr
KOBE and YOKOHAMA	Capt. D. LENZ	About 2nd May.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" 5,050 Capt. F. SEMBILL	Wed'day, 3rd May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG," 18,300 Capt. F. v. Binzer	May, at Noon
SHANGHAI, TSINGTAU, KOBE) YOKOHAMA	BULOW Capt. H: FORMES	3rd May

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For Farther Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co.. GENERAL AGENTS HONGKONG AND CHINA

Hongkong, 21st April, 1911.

Hongkong, 21st April, 1911.

STEAMSHIP		Tons	CAPTAIN	POR	SAILING DATE
ZAFIRO		4000 4000	M. C. Smith S. Crosby	Manile, Cebu & Iloile Manile, Cebu & Iloile	On 29th April, 4 P.M. On 10th May, 4 P.M.
25 25 5 4	1200		SHEW	AN TOMES & Co.	General Managers:

PHILIPPINES S.S. Co.

# PORTLAND & ASIATIC S.S. CO.

### OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALE AT HONOLULU AND SAN FRANCISCO.)

CAPTAIN To SAIL "BYGJA" ... ... ... 3,807 ... Eivind Meyer ... ... On 8th May. Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to FRED- J. HALTON.

KING'S BUILDING, (Opposite Blake Pier).

"SHIRE" LINE OF STEAMERS, LTD FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

-- "GLAMORGANSHIRE," ptain W. Gregory, will be despatched as ve on 22nd inst. For Freight or Passage, apply to JARDINE, MATHESON & Co. LTD.



USTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). alling at SINGAPORE, PENANG COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. Taking Cargo at through rates to the BRAZILS. PERSIAN GULF, RED SEA, BLACK

SEA, LEVANT, VHNICE, and ADRIATIC PORTS). HE Company's Steamship-

"AUSTRIA."

Capt. Raicich, will be desputched as above on WEDNESDAY, 26TH APRIL. This Steamer has capital accommodation for assengers, excellent cuisine, electric light. dectric fan and carries a doctor and a stewardess. For information as to Passage and Freight.

SANDER, WIELER & Co., Princes Buildings. Hongkeng, 31st March, 1911.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS; PLYMOUTH AND LONDON,

THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULE, CONTINENTAL, AMERICAN AND BOUTH AFRICAN

### THE Steamship

"ASSAYE," Captain E. W. Cockman, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay and Colombo on SATURDAY, the 29th April, 1911, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "Monex," 11,000 tons, from Colombo, passengers accommodation in which vessel is secured before departure

from Hongkong. Silk and Valuables, all cargo for France, Tes and Cargo for London (under arrangement) will to transhipped at Colombo into the mail steamer proceeding direct to Marsoilles and London. other cargo for London, &c., will be conveyed via Bombay by the S.S. "EGTPT,"

in London on the 9th June, 1911. Parcels will be recoived at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E A HEWE'TT

Superintendent. Hongkong, 17th April, 1911.

The Wine Nerthany of the Cast



Butler, Palmer & Go., London.

SIEMSSEN & CO., HONGKONG,

ON SALE.

### THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日歷英中年十五

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER 1913, BEING PROM THE 1ST YEAR OF THE 76TH CYCLE TO THE SOTH YEAR, OF THE 76TH CYCLE

PRICE \$2 CASH. On Sale at the "Hongkong Daily Presse OFFICE, or Agents in all the Ports of th' Far East.

The Book will be sent by Registered Post free) to any part of the World unrepresented by Agents on receipt of Money Order.

511	BAM NAVIG	ATION CAN	ATAN L	HA
POR	8 <b>T</b>	NAMEES	TO SAIL	LEMARKS
BHANGHAI	DELTA Capt. I	3. W. H. Snow	About 27th } E	reight and Passage.
LONDON - VIA USUAL	Capt. G.	W. Cockman, R.N.	nf April f	Advertisement.
BHANGHAI, MOJI, and YOKOHAMA	KOBE PESHAV	VUR E. W. Bruce	About 2nd }	Freight only.
LONDON and ANTY	WERP) PALMA		.) 10 A.M. 3rd )	T . 14
VIA SINGAPORE, NANG, COLOMBO PORT SAID	, and Capt.	H. W. A. Clark R.N.B.	,} May }	Freight only
LONDON and ANT		Pari	A A Date of the Co.	Musicula and
NANG, COLOMBO, SAID and MARSE	PORT ( Capt.	C. H. Watkins, n.n.r.	May }	Passage.
	rticulars apply to		T A STEERING	nm.
Hongkong, 21st Apr	il. 1911.	16 September 1	E. A. HEWE'Superinte	

	SAILINGS	SUBJEÇI	Г., ТО А	LTERATU	JN .		
	FOR		BTEA	MERS'	· T(	SAIL	
CHEFOO and	NEWCHWAN	1G "	WUHU,"		On 21st	April, 4 P M.	
LAHONAHE	er eren eranlatur.	14.47514,1444	CHINITU	A	On 22nd	April, M'nig	ht
TIENTSIN	*********	************	HUICHOV	V '', , , (**)	On 25th	April, D'lig	ht
MANILA, CE	BU and ILOIL	·O "'	TAMING"		On 25th.	April, 4 P.M.	
D.	ireot saili	W OT EDK	EST RIV	ER, Twice V	Vocaly.		
	S.S. # 1	JINTAN "	and S.S. "	SANUL"		h T	
4 7774 4145 1 6	** A N. P. Called 4.3 A 3 45 1	PR 43 / PR 4			after the second of the second		

AUSERALIAN STEAMERS have superior accommodation with Electric Light. throughout and Electric Fans in the Statorooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Dock, aft: Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS

("ANHUI," "CHENAN," "CHINHUA" and "LINAN.") with excellent accommodation, Electric Light throughout and Electric Eans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargoon through Bills of Lading to all Yangtsze and Northern China Ports. NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch loaves Murray Pier at 10 o'clock every SATURDAY

Night These Steamers Land Cassengers in Shanghai, avoiding the inconvenience of

the transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. TRLEPHONE 36 For Freight or Passage apply to-BUTTERFIELD & SWIRE. Hougkong, 21st April, 1911 AGENTS.

### INDO-CHINA S. NAV. CO., LD.

٠,	Y				<b></b>	
,	PROJECTE	D SAILINGS FROM	HONGKONG (	SUBJECT TO	ALTERAT	ION.)
		POR	BTKAMP	R.S.	LIAB OT	
	SINGAPORI	B.P.E.NANG &CALGU	TTA" KUMSAN	G " Friday.	21st April.	Noon.
	MANILA.	POR E.PENANG ACALGU	"LOCKOS.	NG" Saturday	22nd April.	2 р.м.
	<ul><li>TIENTSIN</li></ul>	VIA SWATOW &	WELL	*****		
	HAIWEI	VIA SWATOW &	CHIPSH	ING" Sunday,	23rd April, I	.)'light
	† SHAAGHAL	тел остава оставляющий в	CHOYSA	NG Thursday	2.25th April.	Diligha
		RETURN T	OURNS T	TAPAN	Indiana Villaria	6
in re	·	AND A CHARACTER AND ADDRESS OF THE PERSON AN	COLUMN D I	on the		

(OCCUPYING 24 DAYS).
The Steamors "Kutsanet," "Nameand" and "Fooksane" leave about every 3 weeks for Shanghai and returning via Kobe (Island Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangteze Ports, Tsington, Weihalwei, Chefoo, Tientsin & Newchwang.

\_ Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hongkong, 21st April, 1911. GENERAL MANAGERS.

### DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

### SWATOW. AMOY AND FOOCHOW AND RETURN.

111	٠, ٠, (١	leaupying 9 to 10	Days).	y ***	
8TKAMBILI	PS Carry Street	CAPTAIN		LEAVING.	A to the first
"HAIYANG	1 lant	A. E. Hodgins	FRIDAY.		
'HAITAN"	Capt. J		TUESDAY.	21st April, at 25th April, at	tili A.M.;
"HAICHING	Uapt.	W. C. Passmore	FRIDAY,	28th April, at	t 11 A.M.
4.	111		<b>-</b> → <b>₹</b>		. ′

SWATOW AND RETURN. (Occupying 3 Days). SUNDAY, 23rd April, at 10 A.M. WED'DAY, 26th April, at 11 A.M. Capt. J. W. Evans

Steamers will arrive at and Depart from the Company's Wharf-(near Blake Pier). For Freight and Passage, apply to-DOUGLAS, LAPRAIK & Co., ...

Hougkong, 21st April, 1911.

### HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD, FOR SHINGHAL, KORE & YOKOHAMA: S.S. FREINFELS ... 6th May S.S. SCANDIA., ... 18th May S.S. SLAVONIA ... 4th June 8.S. SEGOVIA ... ... 15th June

S.S. SPEZIA ... ... '... alst July S.S. SILESIA ... .. 12th July

S.S. C. FERD, LAEISZ 28th July

FOR MARSEILLES, HAVEE & HAMBURO S.S. SENEGAMBIA ... 27th April. FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. BELGRAVIA ... 8th May. FOR HAYRE, BREMEN & HAMBURG: S.S. SUEVIA ... 10th May. FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. SACHSEN ... 25th May For Marseilles, Havre & Hamburg: S.S. BAYERN ...... 3rd June For Rotterdam & Hamburg: S.S. ARCADIA ... ... 6th June

HOMEWARD.

GENERAL MANAGERS,

For Further Particulars, apply to-

Hongkong, 11th April, 1911.

HAMBURG-AMERIKA LINIE, Bongkong Office.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAGLINGS FROM HONGRONG-SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES. KAMO MARU WED'DAY, 26th April, at Daylight Capt. F. L. Sommer, 9,000 MARSEILLES, LONDON and ANTWERP, via SINGA-AKI MARU (WED'DAY, 10th PENANG, 7.000 May, at Daylight Capt. K. Hommr. PORTSAID ... MISHIMA MARU (WED'DAY, 24th Capt. A. E. Moses. 9,500 | May at Daylight KAMAKURA MARU SATURDAY, 20th 7,000 May, from Kons VICTORIA B.C. & SEATTL Capt. B. Kon, (§ TAMBA MARU TUESDAY, 25th. VICTORIA, B.C. and 7,000 L April, at Noon. SEATTLE, via SHANG. HAI, MOJI, KOBE, Capt. K. Noda, †SAWA MARU TUESDAY, 23rd YOKKAICHI, and YOKO-Capt, Irizawa, May, at 4 P.M. HAMA ... KUMANO -MARU FRIDAY, 12th SYDNEY and MELBOURNE,

- May, at Noon. Capt. M. Winckler 6,000 VIA MANILA, THURSDAY YAWATA MARU ISLAND, TOWNSVILLE FRIDAY, 9th Capt. J. Nagao, 5,000 June, at Noon. SHANGHAI, MOJI and TOSA MARU WED'DAY, 26th April. Capt. H. Nomura. 6,000 KAGA MARU (THURSDAY, 27th 7.000-1 April, at 11 A.M Capt. M. Hagino, TUESDAY, 2nd May." BOMBAY ria SINGAPORE, J. BINGO MARU Capt. S. J. G. Parsons, 5,000 and COLOMBO ... YAWATA MARU NAGASAKI, KOBE առժ∫ (WEDIDAY, 10th

YOKOHAMA ... May, at Noon Capt. J. Naguo, Fitted with New System of Wireless Telegraphy. \* Carries Dock Passengers. I Cargoonly. † Calling at Koelung and Shimizu.

### PASSENGER SEASON, 1911. SAILINGS AND PASSAGE RATES FROM HONGKONG.

	To AL		NOON VIA SUEZ CANAL. (1) 11	Y
١	Steamers.	Tons. Leave H.K.	To London, per New Steamer	9
	KAMO MARU	9000 26th April	$\mathbf{R}$	550.00 825.00
	AKI "	7000 10th May	R R	360.00 540.00 500.00
	MISHIMA ',,	9000 24th "	$\mathbf{R}$	75 <b>0.0</b> 0 75 <b>0.0</b> 0
	KAGA "	. 7000 7th June	$\mathbf{R}$	195.00
	· ·	CTORIA, B.C., & SEA — Tons, Leave H.K.	ATTLE, WASH., U.S.A. RATES OF PASSAGE.	
ů	3		. To Pacific Coast Common Points:	

TAMBA MARU 7000 25th April. 1st Class S £30 ... 2nd Class S £21. 7000 23rd May. AWA To London via New York: . 1st Class S £60. INABA 7000 20th June via St. Lawrence: 1st Class S £59

For further information as to-Freight, Passage, Sailings, &c., apply to T. KUSUMOTO, MANAGER. 14-401

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

	PROPOSED SAILING FROM	HONGKONG.	(SUBJECT TO ALTERATION.)	
	STDAMERS	TONS	SAILING DATES	
	" MONGOLIA	27,000	SATURDAY: 29th April, at 1 P.M.	
	* KOREA	18.000	SATURADY. 27th Mag. at.Lipsy	
	* MANCHURIA	27 000	FRIDAY, 9th June, at 1 P.M.	1
	* MONGOLIA	27,000	SATURDAY, 24th June, at 1 P.M. SATURDAY, 15th July, at 1 P.M.	
	* KOREA	18.000	FRIDAY. 11th Aug. "at 1 p.m.	
	* SIBERIA	18.000	FRIDAY. 26th Any. at 1 par	
	- MANCHUEIA	27,000	FRIDAY, 8th Sept., at 1 PM	
,	* Twin Scrows.			
	6.11 Citanomana and Discionard with	7 KC 4 FM 4		

All Steamers are Equipped with Wireless Telegraphy. THE R.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 29th April, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:

—Missionaries and their families.

### INTERMEDIATE SERVICE.

		4 4				2
	ASIA				st April, at	1 P.M.
	PERSIA				th May, at	
-	CHINA					
	THE S.S. "ASIA SAKI, KOBE,	"will leave for	SAN FR.	ANCISCO VIA	SHANGHA	I. NAGA
	A. SAKI, KOBE, Y	YOKOHAMA'A	ND HONOI	JULU, on FRID	AY. 21st Apri	lat I pw

On the Eine MAIL Steamers, ASIA, CHINA and PERSIA FIRST CLASS. SALOCY SERVICE is furnished at Intermediate Rates. FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43. via New York " £45.

HONGKONG TO SAN FRANCISCO ... ... ... £25. Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, King's Building (opposite Blake, Pier). FRED J. HALTON, AGENT.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c. Head Office for the Far East: 16, DES VEUX ROAD, HONGKONG. \* SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. CHIMP OFFICE:-LUDGATE CIRCUS LONDON. E.C.

### KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE,

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATI & ( STEAMER DATE OF SAILING. \* AMERICA MARU ... 11,000 ... A. G. Stevens ... FRIDAY, May 5th, 1 P.M] † TENYO MARU ... 21,000 ... E. Bent NIPPON MARU ... 11,000 ..., H. S. Smith ... FRIDAY, June 2nd, 1 P.M. + CHIYO MARU. ... 21,000 ... W. W. Greene ... FRIDAY, Jane, 30th, 1 P.M. † Triple Screws, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices. THE Triple Screw Stemmer "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 5th May, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION),

Tons. - CAPTAIN - DATE OF SAILING. HONGKONG MARU 11,000 ... IL. Hinokuma SATURDAY, June 17th, 1 P.M. 17,500 ... H. Nishi ... TUESDAY, Aug. 15th, 1 P.M. 10,500 ... K. Hashimoto SATURDAY, Oct. 14th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKO-HAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO AND CORONEL on SATURDAY, 17th June, at I P.M.

FARES FROM HONGKONG.

TO SAN FRANCISCO ... .. NEW YORK .... £ 120-0-0, Return 6 Months £ 125-0-0, , 24 " SALINA CRUZ or MANZANILLO" Yen. 420.00, Single " VALPARAISO... ... Yen. 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:-TO EUROPEAN POINTS :- Officials of may European Naval, Military, Siphomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS :-- Commissioned Officers the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call TO ALL POINTS :- Missionari's and their families. (These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and laxurious in every w.y. Excellent cuisine and accommodation. "TENYO MARU" and "CHIYO MARU" are fitted with Turbino Engines and

Triple Screws. Record Speed 214 knots.
Through Bills of Lading issued to North, Central and South American Ports. For Further Particulars as to Passage and Freight, apply to

> K. MATSDA; LOCAL MANAGER, King's Building (Opposite Blake Pier)

## OSAKA SHOSEN

REGULAR SERVICES, PROPOSED SALLINGS FROM HONGRONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.



Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Merice, Central and South America.

VIUTORIA, B.C. & TACOMA VIA SHANGHAI, MOJI, "CANADA MARU TUESDAY, 2nd KOBE and YOKOHAMA May, at Daylight VICTORIA, B.C. & TACOMA VIA KEELUNG, NAGASAKI, "TACOMA MARU" TUESDAY, 16th Kone and Yokohama May, at Dayligh t

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

LHAVES. TAMSUI VIA SWATOW, "DAIGI MARU" SUNDAY, 23rd April. and AMOY at 10 A.M. · FOOCHOW VIA SWATOW \_ "CHOSHUN MARU" WED DAY, 26th April. and AMOY . at 8 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

8. HIROI, -MANAGER





# 18 CARAT GENUINE ROLLED GOLD JEWELLERIES

MESSRS. RODI & WIENENBERGER A.-G, PFORZHEIM, (GERMANY)

Kept in Stock by the Undersigned.

THE GOODS ARE WARRANTED TO KEEP FOR 10 YEARS. Sole Representative for China:

# HUGO C. A. FROMM,

TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

### POST OFFICE NOTICE

Only fully propaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Mongolia, with the American Mail, may be expected here to-morrow, at 10 a.m. The Kwangtah, with the Siberian Mail, is due to arrive here to-day.

	FOR	A		3-10 H	DATE
Hongay				Phuyen Wongkoi	Friday, 21st, 8.00 A M Friday, 21st, 9.00 A M
Swatows Ar	ngapore and B ney and Feech Penang and C	037		Hamana	Friday, 21st, 10.00 A M Friday, 21st, 10.00 A M Friday, 21st,
		A 2			Printed Matter and Sam- ples 11.00 A M
BHANGHAL, HONOLU	, Nagasaku, F Lu and San F.	Cons, Yoko	HAMA, }	Asia	Registration 10.15 A M (Registration with late fee of 15 cents up to

Noon Zist, 1.15 P M 21st, 3.10 P M Chefoo and Newchwang -21st, 3.00 P M Shanghai, Kobe and Yokohama... Saturday, 22nd, 9.00 A M Holhow, Singapore and Bangkok Saturday, 22nd, 1.00 P M Manila, Colm and Hoile ... Macao Swatow, Woilmiwai and Tientsin Saturday, 22nd, 5.00 p at Saturday, 22nd, 5.00 P.M Registraton ... 4.15 P M Charistration with late

fee of 10 cents up to (SIBERIAN MAIL TO EUROPE) ... ; 9.00 A M Swatow, Amoy and Tamswi 24th, 1.15 p.m. 3.00 P M Shanghai, Kobe and Moji 24th, Manila, Cebu, Hoile, Yap, Maroun, Angate, Friedrich Withelmshafen, Rabaul, Herberts Pring Waldemar ... Tuesday, 25th, 9.00 A M

holie, Matupi, Samarai, Brisbane, Sydocy, "Hobart, Launcoston, Newzealand, Dunadin, Melbourno, Adelaide, Porth and Fremantle Swatow, Amoy and Foochow Shanghai, Moji, Kobe, Yokkalehi, Yokobama. Temba Mere ... Tuesday. 25th, 10,00 A M Victoria, B.C., Seattle ....

SIBERIAN MAIL TO EUROPE

EUROPE, &C., INDIA VIA TUTICORIA. (Tesle Letters 11 00 AM, to NOON, Extra Postage 10 cents.) (Letters posted in all the Pillar Hozes in Ville de la Ciotat time for the first clearance will be included in this contract mail.)

Manila, Cebu and Iloilo Singapore, Penang and Calcutta Singapore, Penang and Colombo Swatow Batavia, Cheribon, Samarang and Sourataya... Swater, Amoy and Foschow Port Darwin, Thursday Island, Cooktown, Cairus, Townsville, Brisbane, Sydney,

Hobart, Lauriceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle... ... ...

SHARGHAL NACIABAKI, KOBE, YOKOHAMA, HONOLVIU AND SAN FRANCISCO

BUROPE, &C., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents. (Supplementary mail on board up to the time fixed for departure of the mail. Exira Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel muit will be closed on Friday 28th inst., at 5 p.m..

SHANGRAL NAGASAKI, KORE, YOKOHAMA. VICTORIA AND VANCOUVER (B.C.) > Empress of India SIBERIAN NAIL TO EUROPE ....

Shanghai ... W. H. ALLEN, SON & CO., LTD., QUEEN'S ENGINEERING WORKS, BEDFORD, ENGLAND.

Haicking war

Assaye ...

MANUFACTURERS OF :-A .- Centrifugal- Pumps (including Turbine Pumps) driven by Steam Engines, Electric-

Motors or by Belt. B .- Condensing Plants of the Surface and Jet Character Driven by Steam-Engines, Electric-Motors or in any other manner. C .- Steam-Engines of the Open and Enclosed Type for Elemente Lighting, Transmission

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ON BANGKOK :- On domand ...... 844

Hongkong ...10

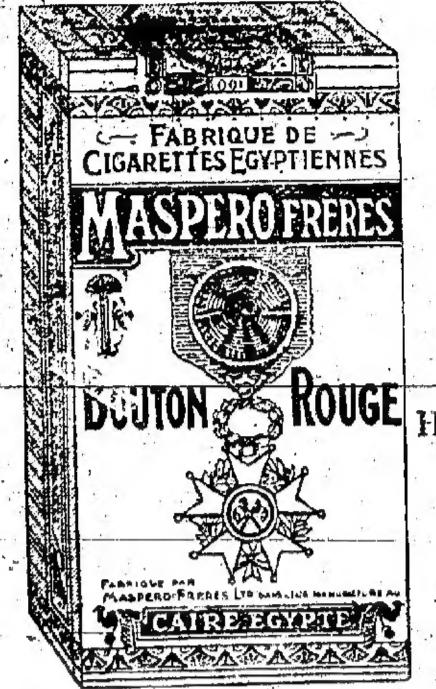
SUBSIDIARY COINS. Chinese .....20 cents pieces ..... 86.56 discount Chinese .....10 Hongkong ...20

ON BATAVIA:-On demand ......1098 ON HAIPHONG :- On demand . 

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# Bouton Rouge

and Felucca



₹200. \_\_\_

\$110, buyers

\$70, | buyers

\$23, soliers

a.i Tls. 93.

all \$3½, sellers

3172, sellers 37, buyers

320 | \$122, sellers

\$25 \$105 buyers.

\$845,

\$00 | \$205.

\$100

\$30

\$330, buyers

\$94, sellers

\$28, sellers

\$23, sellers

\$5, buyers

\$107, sellers

\$29\ sales .

\$66, sel. { L'den £6.

\$47, sal. & buy.

Tis. 99.

81 1 81, buyers

all | \$10, sales

all 91/3 sales

\$ \$26.

\$16.

all | 862, buyers

\$3, buyers \$3, sollers

\$6.60, sellers

\$12, buyers

12, buyers

Quotation.

\$300.

5/5 per lb. steady...

85

Tin. 160, sales

THE MAN OF TASTE

IN 50's & 100's

AT \$4.20 AND \$2.80 PER 100

ALL TOBACCONISTS.



### SHARE LIST.—QUOTATIONS.

	Hongkong, A	PRIL 20TH, 1	1911.			
,	STOCKS,	NO. OF BHARES.		PAID UP	CLOSING QUOTA- TIONS CASK.	
7	BANKS.— Hongkong & Shanghai Bank Corporation	120,000 99,925	\$125 £7	all £6	{\$892½, buyers {£87.10/- \$80, buyers	
	National Bank of Chins, Limited  Chins Berneo Company, Limited  Chins Light and Power Company, Limited, {	60,000 50,000 50,000 200,000	\$12 \$5 \$1 \$10	all all all all	\$9, sales } \$1, sales \$72	
	China Provident, Lean & Mortgage Co., Ld., COTTON MILLS.— Ewo Cotton Spin's: & Weaving Co., Ld. Hongkong Cotton Spinning Co., Ld. International Cotton Manufing Co., Ld. Laou-Kung-Mow C. Spin & Woav. Co., Ld.	20,000 125,000 10,000 8,000 20,000	Tis. 50 \$10 Tis. 75 Tis. 100 Tis. 50	all all	Tls. 85. \$53, sellers Tls. 48. Tls. 57. Tls. 22½,	
1	Dairy Farm Company, Limited  Docks And Wharves.—  H'kong & Kowloon Wharf & G. Co., Ld.  Hongkong and Whampea Dock Co., Ld.  New Amoy Dock Co., Limited	40,000 60,000 50,000 10,000 55,700	\$72 \$50 \$50 \$64 Tls, 100	all all	\$20, buyers \$52, stillers \$55. \$5½, buyers Tis. 65, sellers	

36,000

400,000

50,000

150,000

78,000

12,500

16,000

25,000

50,000

75,000

20,000

60,000 pref.

60,000 def.

2,500,000

6,000

3,000

9,900 ordy,

100 fders

- D14

Tin. / 50

Shanghai Dock and Engineering Co., Ld. Shanghai and Hongkew Willer Co., Ld. (Registration with late fee of 10 cents up to Fenwick & Co., Limited Green Island Cement Co., Limited .... Hongkong and China Gas Co., Limited Registration, Kowloon ... 10.00 A M Hongkong Electric Co., Limited ... Hongkong Hotel Company, Limited ... Manila Metropole Hetel Limited .... Hongkong Ice Company, Limited Hongkong Rope Maunfacturing Co., Limited H'kong & South China Steam Fisheries Co., Ld.

Humphreys' Estate and Finance Co., Ld.

Kowloon Land and Building Co., Ld. ...

Shanghai Land Investment Co., Limited

SociétéFrançaise desCharb'ges du Tonkin

Raub Australian Gold Mining Co., Ld.,..

China Sugar Refining Co., Limited ....

Luzon Sugar Refining Co., Limited ...

China and Manila Steamship Co., Ld. ...

Hongkong, Canton & Macao S.B. Co., Ld.

Shell Transport & Trading Co., Limited.

Indo-China Steam Navigation Co., Ld

Douglas Steamship Co., Lamited

Star Ferry Company, Limited

South China Morning Post, Limited

Steam Laundry Company, Limited ...

Wm. Powell, Limited ...

Campbell, Moore & Co., Limited

A. S. Watson & Co., Limited: ...

STORES AND DISPENSABLES .-

West Point Building Co., Limited

Tuesday, Wednesday, 26th, 9.00 A b Wiednesday, 26th, 10.00 A M INSURANCES .-Wednesday, 26th, 11.00 A M Canton Insurance Office Co., Limited .. 28th, 10.00 A M ... China Fire Insurance Co., Limited ... China Traders Insurance Co., Limited ... Hongkong Fire Insurance Co., Limited North-China Insurance Co., Limited ... Saturday, 29th, 10.00 A M Union Insurance Society, Limited Yangtaze Insurance Association, Limited Saturday, 29th, LANDS AND BUILDINGS .-Printed Matter and Sam-Hongkong Land Invest, Agency Co., Ld.

(Registration, with late fee of 10 cents, up to 10.30 A M.) Kowloon ! Registration. ... 16.00 A M Peak Trainways Co., Limited ... ... 11.00 A M Latters Saturday, 29th. Philippine Co., Limited Printed Matter and Sam ..... 11.00 ж м Registration 10.03 A-M (Registration, with late STEAMBHIP COMPANIES. fee of 10 cents, up to. 10.45 A.M.)

Registration ... 10.00 A M

... 10.00 а м

Registration, 📑 Kowloon

Tuesday, 25th, 10.00 A M

10.45 A.M.)

No late fee.

Printed Matter and Sam-

Registration ... 10.00 A M

ples ... 10.00 A M

Tuesday, 25th,

Registration, Kowloon ... 10.00 а м No late fee. ... 11.00 A M Letters Saturday, Registration, Kowigos ... 3.00 г м Printed Matter and Sam-Registration ... 3.15 P N (Registration, with late

fee of 10 cents, up to 4.00 P BI Letters Saturday, 29th, 5.00 P W

H. Price & Company, Limited United Asbestos Oriental Agency, Limited, Union Waterboat Co., Limited RUBBER. Para Rubber in London

kong Hotel.

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Value. Tis. 767,200 Tis. 250 7% p. annum Pur. VERNON & SMYTH. Share-Brokers. Chinese Imperial 1885 TO-MORROW

12.30 P.M .- Half-Yearly Meeting of Hongkong Jockey Club. FORTHCOMING EVENTS. nesday, 25th April-Twenty-Second Ordinary General Meeting of The Hongkong Electric

Noon-Twenty Second Ordinary General Meet-

ing of Geo. Fenwich & Co., Ltd., at Hong-

Co., Ltd., Noon. fuesday, 25th April - Auction of Valuable Househeld Furniture at No. 4, Elliot Crescent, Robinson Road, by Mesers. Hughes & Hough, 2.30 P.M. Wednesday, 26th April-Thirty-Eighth Ordin-

ary Yearly Meeting of Union Insurance | Persian extra fine ... \$2,025 Society of Canton, Ltd., Noon. Wednesday, 26th April-Forty-fifth Ordinary Yearly Meeting of China Traders' Insurance Co., Ltd., 12-30 P.M.

Saturday, 24th June-Extraordinary General, Meeting of the National Bank of China, Ld. 12,30 P.K. Thurs 27 m 8 8 5 9 m 2 0 1 OPIUM Quetations are:--Barometer 9'A.M. 30.09 | Ther. (Wetbulb) 9AM 65

Interesta

\$2,100/2,150 per pica Malwa Old ... \$2,180/2,200 Malwa Older . Malwa V. Old Pereian fine quality ... \$1,150 Pains New ... Patna Old Benares New ... Benares Old ...

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TELEPHONE No. 135. Hongkong, 20th April, 1911.

8 20 a 6 2 2 13 a 2 1

MESSRS. FALCONER & COMPANY'S

Barometer 4 P.M. 30.02 | Thor. (Wetbulb) 4PM 66

Thermom. 9 A.M. 68 Ther. Maximum ...65

REGISTER.

HONGKONG METEOROLOGICAL HONGKONG TIDE TABLE. REGISTER. From April 21st to 27th, 1911. LOW WATER. HIGH WATER. Hongkong Observatory, April 20th. Days of Month Previousion Date On Date H'kong H'kong . Mean at 4 p.m. 10 a.m. | 4 p.m. Time. m. ft. in. 3 2.04 Temperature Humidity ..... nor low-water. Wind Direction ... WSW 22 no inferior high-11 34 a 1 8 23 no inferior, high- nor low-water. Mon. 24 m 7 34 4 7 m 0 17 1 6 Highest open air Temperature on 19th . 69 5 33 a 5 9 0 11 a 4 2 Tues. 2: m 7.39 5 0 m 0 54 1 5 Lowest open air Temperature on 19th 63 0 45 a 3 26 m 7 49 5 4 m 1 23 1 28 a 2 8 7 28 a) 6 2 TISITORS TO CANTON

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7 hermom. 1 P.M. 69 | Ther. Miximum Thermom. 4 P.M. 71 over night ...... Messrs. A. S. Watson & Co.

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